

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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WEATHER FORECAST

FAIR

Barometer 30.06

March 20, 1914. Temperature 6 a.m. 60, 2 p.m. 66
Humidity " 74, " 61

March 20, 1913. Temperature 6 a.m. 64, 2 p.m. 65
Humidity " 90, " 94

2741 晚四廿月二年寅甲

FRIDAY, MARCH 20 1914.

五拜禮 號十式月叁英海曆

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TELEGRAMS.

THE IRISH DEBATE.

SCENES IN THE COMMONS.

[Reuter's Service To The "Telegraph."]

London, Received March 20.
The House of Commons was packed, and there was profound silence, when Mr. Bonar Law rose to move the vote of censure on the Government for its attitude on the Home Rule question. He said he had always hoped that a means of escape would be found. The catastrophe was largely due to the working of the Party system and was abhorrent to the nation. But Mr. Churchill's speech, with Mr. Asquith's approval, on Monday made the position more dangerous than ever. He emphasised the reference to the conversations which took place in the autumn and said he was earnestly anxious to secure a peaceful solution. Before the parties met, Parliament was animated by strong party feeling. He dwelt on the seriousness of civil war, and said they should never risk brave lives for any political consideration. Consequently they should not close the door hastily on a serious proposal towards peace. He characterised the Government's proposals as a mere tactical manoeuvre, and formally, on behalf of the Opposition, offered them the Referendum. Mr. Bonar Law concluded by pointing out the position of the Army, and affirmed that if it was a question merely of local disorder he was sure the Army would obey, but if it was really civil war, then the soldiers were citizens like themselves.

Mr. Asquith's Reply.

Mr. Asquith admitted that the general tone of Mr. Bonar Law's speech was moderate, but he strongly deprecated his doctrine regarding the Army. He asked if the Government got a majority from the Referendum would it carry authority to coerce Ulster? He noted Mr. Bonar Law's proposal, and asked if Ulster accepted the Referendum?
Sir Edward Carson:—If Mr. Asquith will make a firm offer I will answer.
Mr. Asquith declared that the Government would not recede from their scheme, which he advised the House to consider many times before rejecting.

Ought to be in Belfast.

Sir Edward Carson declared that after the Premier's trifling and Mr. Churchill's provocation, he felt he ought to be in Belfast, not in the House of Commons—(Cheers). The Government were entreaching themselves behind troops and had been discussing at the War Office how many were required. He quoted Mr. Churchill's speech, and said:—"Gamble in what else you like, but not in human life!"—(Cheers). The Government's present proposals were unworthy of the consideration of Ulster.

A "Scene".

When Mr. Davlin rose to reply to Sir Edward Carson the temper of the House was high.
Mr. Davlin remarked that Sir Edward Carson was once a Home Ruler.

Upon this, Sir Edward Carson jumped up and retorted "It's an infamous lie!"
An uproar ensued, the Speaker subduing Sir Edward Carson, who substituted the word, "wifful falsehood" for his previous remark. This caused a further uproar.

Mr. Davlin resumed amid angry Opposition cries.
The Speaker appealed to the House not to indulge in personalities.

TELEGRAMS.

THE IRISH DEBATE.

SCENES IN THE COMMONS.

[Reuter's Service To The "Telegraph."]

London, Received March 20.
Mr. Davlin described the Ulster movement as a masquerade and a sham, and predicted that she would herself desire to be included in Home Rule.

Off to Belfast.

During the course of the debate, Sir Edward Carson rose and left for Belfast, the members of the Opposition standing up and cheering enthusiastically.
His departure had been arranged for some days.

Significant Facts.

Mr. Asquith was received in audience by the King at Buckingham Palace, it is supposed in connection with the Ulster position. It is also understood that Mr. Balfour is hurrying to London, he having received an urgent telegram from the Opposition.

Captain Craig has arrived in Belfast and confirmed the Ulster Unionist Council arrangements for Sir Edward Carson's forthcoming visit.
Forty motor-cyclist Volunteers have left Belfast under secret orders. The police have been sent on orders to follow the movements of leading Unionists, but they are watching the various Ulster battalions. The guards at the military barracks in Ulster, where stores are kept, have been doubled.

Mr. Balfour Arrives.

Mr. Balfour entered the House of Commons in the evening, his nose and forehead plastered after the recent injury caused by a stone thrown by a boy while he was motorcycling at Nice. He was cheered.
The debate was uneventful till the close, when many conciliatory speeches were delivered.
Mr. Mc. Curdy (Liberal) said the spirit of compromise was manifest.

Mr. Austen Chamberlain and Mr. Birrell wound up the debate. The former declared that the only provocative speech was Mr. Davlin's. He refused to believe that the Government would commit the crime of coercing Ulstermen. Ministerialists laughed when Mr. Austen Chamberlain referred to the solemn Covenant, whereupon the speaker dramatically exclaimed that he despaired that the House was unable to discuss seriously the gravest question for two hundred years.
Mr. Birrell said he was most concerned how to conciliate Ulster and get her in the right mood and temper to take the great part she was destined to play in Ireland. With a view to restrain both sides in Ireland, he thought the time had arrived for a settlement, and he believed that on reflection the Government's proposals would be found most fitting.

The Vote.

On the division the motion was lost, the voting being:—

Against 345
For 252
Majority against ... 93

TOLL OF THE AIR.

ANOTHER BRITISH OFFICER KILLED.

London, Received March 20.
The aviator, Lieut. Theroby has been killed flying at Upavon. He "side-slipped" and fell a distance of 250 feet.

TELEGRAMS.

TRADE WITH CHINA.

A BANKER'S SUGGESTION.

[Reuter's Service To The "Telegraph."]

London, Received March 20.
Presiding at the meeting of the Chartered Bank of India, Australia and China, Sir Montague C. Turner (Chairman) said it had been decided to open a branch in Peking. It was impossible to look for a great improvement in the trade of China until the finances had been put in order. He suggested that the Powers should reduce or abolish the Boxer Indemnity payments, for which they might arrange the abolition of, like, foreign goods paying only a Customs duty of 5 per cent.

BOXING.

The Second Round of the Tournament.

There was rather too much quitting among the contestants, last night, in the second round of the D.C.L.I. tournament, which was held at the City Hall. Had it not been for this, the boxing would have been of the average order. As it was, it did not reach average. There was a better attendance than on the previous night, and the bouts that were fought out were, for the most part, of an interesting nature, but only in so much as the others were indifferent. There was a little too much of the reformatory discipline at times, the men not knowing when to hit and when to stop. There is nothing like conducting boxing on strict lines, but the virtue of strictness is killed when strictness is carried too far. The results were:—

Boy's Regimental.

Boy Burt lost to Boy Hobson.
Boy Davis beat Boy Leader.

Feathers, Regimental.

Pte. Davis defeated Pte. Moyle.
Pte. Smith had the felicity of defeating Pte. Wright.
Sgt. Adrian defeated Pte. Porter.
Pte. Carey put up a good fight against Pte. Rose, and only secured the verdict after a good fight.

Welters Open.

A.B. Wilkinson, H.M.S. Minotaur, had a sweat thing with Gr. Thomas, R.G.A. Thomas made a show just after the shake and caught the seaman with a couple of lefts, but immediately Wilkinson got down to business the fight was over. The sailor went in a left that found the chin just where it is advisable to land, and Thomas went down like a log, his head crashing against the boards with stunning force. There was not the slightest chance of him getting up again in the limit, and Wilkinson got the verdict.

A.B. Taylor, Minotaur, beat Pte. Colquitt, R.M.L.I.

Light Regimental.

Bugler Catmore had just as much as he could do to beat Pte. Churchill.
Pte. Chapman secured the verdict over Pte. Sales.

Feathers Open.

Pte. Smith gave an exhibition of nonsense when he found that he had the measure of Stoker Burt. Burt was simply outclassed.

Boys Open.

Boy Davis won easily from Boy Davanah.
Boy Hobson had all his work out to get the better of Boy Walker. Both boys fought well and the boxing was bright and merry.

Welter Regimental.

Pte. Greco had to travel all the way in his "go" with Pte. Sidaway.

TELEGRAMS.

TRANSVAAL ELECTIONS.

LABOUR SUCCESSES.

[Reuter's Service To The "Telegraph."]

London, Received March 19.
Reuter's Johannesburg correspondent says the Transvaal Provincial Council elections were fought on the issue of the deportation of the Labour leaders. The polling was very heavy. Twenty-three Labourites were elected by overwhelming majorities and they have a majority of one in the Council.
The elected members include Labour leaders who were prominent in the recent strike.

Grego had the better knowledge of the game, and it was necessary to beat the plucky opponent he was up against.
Pte. Crew simply lay down in his fight with Pte. Ing. So blatant was the quitting that Lt. Wilson called him to the ringside and told him that he had gone down without being hit.

Pte. Reading got the decision over Pte. Palmer, but how or why it is difficult to say. There was not the slightest doubt that Palmer did all the work. Was there a mistake in identity?
Middle Open.
Seamen Stevens beat Pte. Pillsbury, 2nd, D.C.L.I.

A.B. Motherway punched Gr. Rivett into defeat.
Lights Open.
Pte. Olley beat Pte. Humphries after a good fight.

Stoker Lack did not have matters all his own way when he beat A. B. Wilcox, H.M.S. Hampshire.
To-night the finals are to be fought.

LAWN TENNIS.

The H.K.C.C. Tournament.

The following are the results to date in the Lawn Tennis Tournament, arranged by the Hongkong Cricket Club:—

Championship Singles.

1st Round:—A. H. Tomes beat C. E. Sutherland, 6-3, 6-4, 6-0; S. E. Green beat A. E. W. Salt, 6-1, 6-1, 6-2.
2nd Round:—J. B. Penman beat Capt. A. G. White, 6-3, 6-1, 6-0; A. H. Tomes beat S. E. Green, 6-1, 6-2, 6-1.

Singles Handicap "A" Class.

1st Round:—D. Aubrey, ser., beat Capt. Clarke, owes 1/6, 6-1, 6-4; Capt. Monteith, ser., 2/6, beat Lt. J. O. Bantie, ser., 6-2, 6-1; J. B. Penman, owes 4/6, beat A. R. Linton, owes 3/8, 7-5, 9-7.
2nd Round:—A. H. Tomes, owes 15, beat Lt. Murphy, owes 3/8, 6-3, 6-3; S. E. Green, owes 15/3, beat Major Crip, owes 3/8, 7-5, 6-4.

Singles Handicap "B" Class.

1st Round:—J. R. Wood, owes 2/6, beat E. Abraham, owes 15/3, 4-6, 6-1, 6-3; F. J. De Rome, ser., 15, beat P. R. M. Collins, owes 3/8, 6-4, 6-2; M. Maas walk-over from P. S. Wilsheire.
2nd Round:—G. Bagnall, owes 3/8, beat J. W. Franks, owes 4/6, 6-3, 6-2; Capt. Matthews, ser., beat F. Bevington, owes 15, 6-3, 6-3; S. S. Moore, owes 4/6, beat A. E. W. Salt, owes 4/8, 6-4, 6-4.

Double Handicap.

1st Round:—Philipps and Marley rec. 3/6, beat Salt and May rec. 15/3, 6-2, 6-0; Joseland and Penman, owe 30, beat Ford and Clarke, owe 1/8, 6-4, 6-3.
2nd Round:—Col. Dyer and Major Palmer w.o., Murphy and Sandford, rec. 5/6, beat Maas and Sutherland rec. 15, 6-3, 6-8 6-0.

TELEGRAMS.

TENNIS.

WORLD'S CHAMPION BEATEN.

[Reuter's Service To The "Telegraph."]

London, Received March 19.
Reuter's correspondent at Philadelphia reports that in the tennis match for the world's championship, Mr. Jay Gould, the amateur, beat the professional Covey, who was the holder. The scores were:—6-0, 6-1, 6-4, 6-3, 6-2, 6-2, 5-6, 6-1.

JAPANESE NAVAL VOTE.

London, Received March 20.
Reuter's correspondent at Tokyo states that a conference of the two Houses has rejected, by the casting vote of Chairman, an amendment reducing the Naval Estimates by seven million sterling.

Professional Pairs.

1st Round:—Ford and Clarke w.o.
2nd Round:—Collings and Monteith beat Maas and Miskin 6-1, 4-6, 6-2; Nisbet and Phelps beat Hutchison and Wood 6-3, 6-0.

THE SCOUTS CONCERT.

Last evening a concert was given at St. Patrick's Club in connection with St. Joseph's College Boy Scouts and Bodyguard. There was a large attendance, including H.E. Major General Kelly and Capt. Edye, A.D.O., and an excellent programme was very much enjoyed. Particular mention must be made of the selections by the Philharmonic Band which rendered two items in quite good style. The Minotaur Glee Party were quite a feature of the programme, and rendered four items, including the "Soldiers' Chorus" from "Faust", in a finished manner. Miss Vera Crees is a violinist much above the average, and the solo she played exhibited a good knowledge of technique and rhythm which gained the plaudits of an enthusiastic audience. "A May Morning," sung by Mrs. Bowen, was charmingly rendered with a pleasing voice, as were also Spanish and Italian airs sung by Miss Sanchez. Miss E. Xavier played Chopin's Ballad, Op. 47, in a manner which did her great credit. Mr. Holman was in excellent voice for "Thora" and "Larboard Watch," and Mr. Botelho sang "Love abiding," in pleasing style. Two members of the D.C.L.I. Band did a comic turn, and four others gave an effective recit quartette which was much appreciated.

BRITISH TRADE IN CHINA.

Mr. Arthur J. Moore Bennett, C.E. (Yunnanfu) writes to the Times as follows:—"In China today, if any British syndicate or firm require to enter into business with any of the provincial Governments, for providing machinery or foreign-made manufactures of any kind, it becomes necessary for them to lend the money to the provinces in the first place, as otherwise the financial state of the country will not admit of business being done."

TELEGRAMS.

THE PARIS TRAGEDY.

MME. CAILLAUX REGRETS ACT.

[Reuter's Service To The "Telegraph."]

London, Received March 20.
Reuter's correspondent at Paris states that M. Monis has resigned. Madame Caillaux, interviewed, said she regretted more and more the shooting of M. Calmette, which was done in a moment of mental aberration.

PRINCE OF WALES.

London, Received March 20.
Reuter's correspondent at Christiania states that Their Majesties the King and Queen welcomed the Prince of Wales, who was given an ovation by crowds.

Russian, Japanese, German, Belgian, and French firms have for the past 18 months enjoyed privileges in this direction denied to British houses, inasmuch as the Legation at Peking has refused to give its sanction and help to such British houses—outside the Five Power Group—as offered for the business.

The British Legation has stated that it would not help nationals to obtain provincial loans or contracts in which the financing partook of the nature of loans, because it considered that such business was detrimental to the financial well-being of China, and that the policy of his Majesty's Government was to stave off the day of China's insolvency as long as possible.

Hence we have to-day a state of affairs unheard of in the commercial policy of any country, where Japanese and German houses are borrowing money from France and Great Britain, in order to take provincial business here in China that we as a nation are not allowed to take. In Kuanghsai, Sen, Chuang, Kueichou, Yunnan, and Kuangtung, Japanese syndicates are offering provincial Government loans, in the shape of money or machinery—or both—borrowed from London banks at a comparatively low rate of interest, the rates and terms which are offered China being in many cases; extravagant, and in all cases a very considerable advance on the original rate given by the London banks.

If Great Britain really has any regard for the solvency of China, it would seem to many of us here on the spot, that she could better protect China's financial integrity by allowing her own nationals to directly loan the necessary money that is required for industrial purposes than to make it necessary for China to obtain this money second or third hand at ruinous rates and terms.

Before we can regain our lost headway, it is essential that British manufacturers shall compel the Foreign Office to give them at least equal rights in China as other nationals are allowed, with full freedom of action, or if this is not compatible to the policy embarked upon, to arrange our financial machinery thoroughly, to co-ordinate our banking to our political and commercial policy, to put our merchants and financiers and finance on a parity with our political allies, and to so use the power our money gives us to protect first of all our own people, and secondly, the Chinese, if they wish our protection.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

A Paris message says M. Monis has resigned.

Lieut. Theroby has been killed while flying at Upavon.

The Prince of Wales has been warmly welcomed in Christiania.

Forty motor-cyclist Volunteers have left Belfast under secret orders.

The guards at the military barracks throughout Ulster have been doubled.

The vote of censure on the Government was defeated by a majority of 93.

The Labourites have a majority of one in the Transvaal Provincial Council elections.

Madame Caillaux says she shot M. Calmette in a moment of mental aberration.

Mr. Asquith has had an audience with the King, it is supposed on the Ulster question.

Mr. Jay Gould, amateur, beat Covey, the professional, in the world's tennis championship.

Mr. Bonar Law made a telling speech in moving the vote of censure on the Government.

The Peers' amendments to the Japanese Naval Estimates have been rejected by one vote in a joint conference.

Sir M. C. Turner advocates the abolition of the Boxer Indemnity payments, which may result in the abolition of like.

Arrangements are in hand for commencing the operations in connection with the Standard Oil concession in China.

There was a dramatic incident in the Irish debate in the Commons, Sir Edward Carson rising and leaving for Belfast.

There were breezy scenes in the Commons during the Irish debate, Sir Edward Carson crossing swords with Mr. Derlin.

The Peking Gazette warns the Government to take steps to prevent the China Merchants Co., passing into Japanese hands.

NEWS.

Last night's boxing events in the D.C.L.I. tournament are reported to-day.

A well-known Hongkong character, Charles Wilcox, known as "Old Charlie," died yesterday.

Log book appears on page 6, our contemporaries on page 2 and general news on page 3 to-day.

The latest results in the Hongkong C.C. Lawn Tennis Tournament are given to-day.

An interesting interview with Ex-Governor Osborn of Michigan on British colonial policy appears to-day.

Mr. F. H. Baker, who joins the firm of Ewens and Needham, was admitted a solicitor at the Supreme Court to-day.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
Army Boxing—City Hall—8.30 p.m.

TO-MORROW.

Household Furniture Sale—G. P. Lamert's Sale Room—2.30 p.m.
Y.M.C.A. Annual Concert.
Sale of furniture G. F. Lamert No. 7, Wongnei Cheong Road, 2.30 p.m.

Monday March 23.
Meeting of Seatholders and Subscribers of St. John's Cathedral City Hall 5.30.

Thursday March 26.
Auction of Land at Sowkwan—Messrs. Hughes and Hough noon.

Notices.

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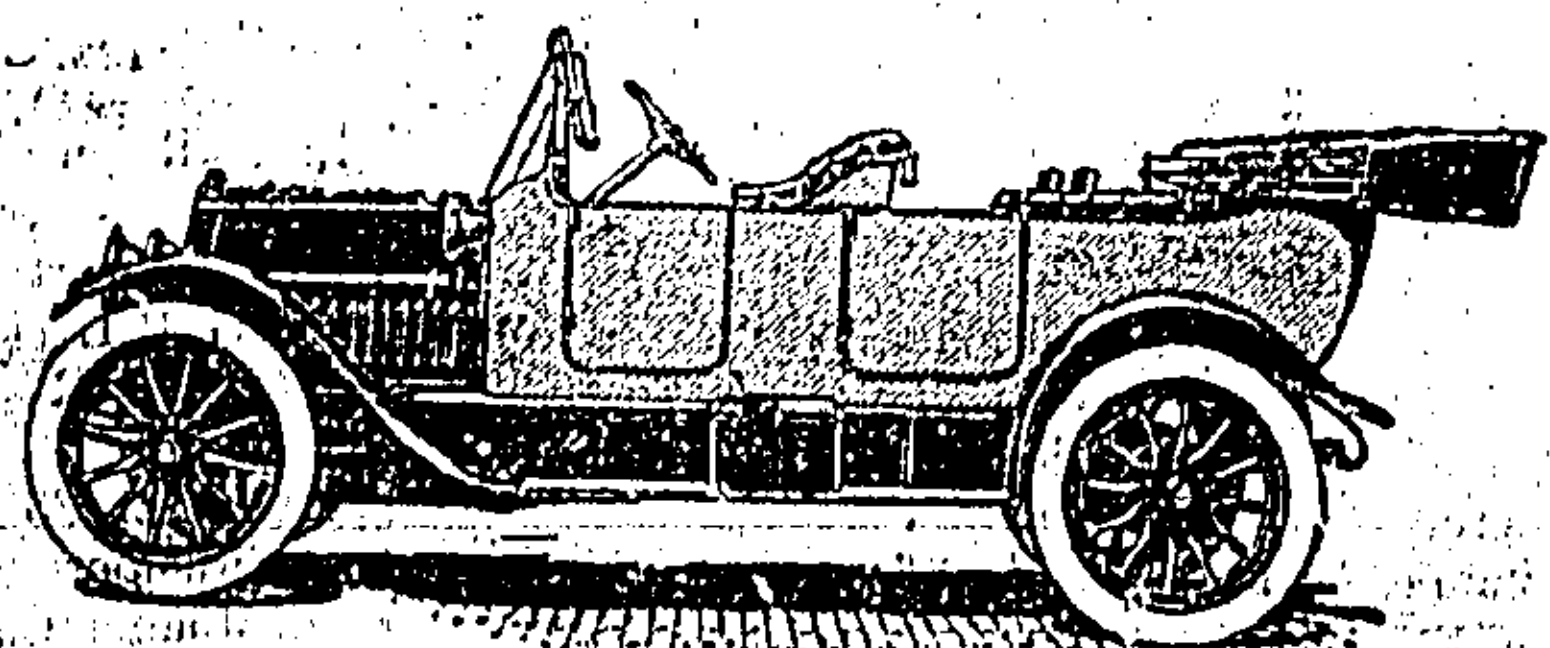
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Hongkong, 16th August, 1901

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Notices

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OUR CONTEMPORARIES.

"South China Morning Post."

Asiatic Exclusion.

California has made a strenuous fight but the fate is against her. At the same time the State is deserving of sympathy. Conditions of life there are more affected by the Asiatic element than in any other State of the Union. The peculiar feature of the situation, a point that California never wears of quoting in the argument, is that Australia manages effectively to debar the Asiatic and no international question has ever been raised. Australia requires all immigrants to be able to read in any language the immigration officials suggest. If an undesirable offers to enter, the official asks him to read in some language which it is known he cannot read. That ends it and back he goes whence he came. There is no international fuss over Australian exclusion, yet everybody knows that the law was passed for the sole purpose of excluding Asiatics, protecting labour and keeping the country for the sole benefit of the white man.

Daily Press.

Oil Fuel.

It is interesting to observe how oil fuel is beginning to supersede coal as the motive power in the world's Navies. Mr. Churchill in his speech on the Naval Estimates is stated to have emphasised the advantages of oil fuel. In this he is supported by the conclusions of an expert committee which has been specially investigating the question, so far as the British Navy is concerned, and it is noteworthy, moreover, that Mr. Daniels, Secretary of the United States Navy, has recently expressed identical views and has urged his Government to obtain control of its own oil fuel supplies. The superiority of oil over coal for naval purposes has been, he claims, established beyond all doubt, and is no longer a matter of experiment; while, on the other hand, the price of oil has crept up so fast that to-day the United States is paying over twice as much for its naval oil fuel as it did in 1911, and there is no sign that top price has yet been touched. For this reason, Mr. Daniels declares that the only relief from the exorbitant and ever-increasing prices of the private companies, which now completely control supplies, lies in the control of oil wells, and in the refining of its own oil by the Navy Department.

China Mail.

Unsettled China.

President Yuan's actions appear to us to justify belief in his sincerity towards assisting the country to make progress. It is therefore, the duty of all law-abiding citizens of the Republic to do all in their power to assist him, by obeying with good grace and readiness the policy enunciated by the President's officials throughout the country. They should not hesitate also to inform the authorities of any underhand treachery that may come to their knowledge. In such a country as China, and particularly in its present unsettled state, absolutely trustworthy officials are not even to be hoped for. A little maladministration should, therefore, not be cavilled at; but if the police authorities or their assistants abuse the power which only the unsettled times have compelled the President to grant them, immediate and judicious protest through the medium of a strong organisation should be made to Peking. Times such as the present were ever favourable to revolt, and it is only in the loyal co-operation of the people with their President that the schemes of ambitious agitators, who, as a rule, have little to lose can be effectively coped with. China is progressing favourably, and her future prosperity largely depends on the attitude of the people towards those in authority. President Yuan may be trusted to see that no official will dare to overstep the bounds of the authority granted him. In such a branch of authority, the people, as we have pointed out, have the settlement of the matter in their own hands.

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GENERAL NEWS.

The Westminster Pancake.

The ancient ceremony of tossing the pancake, or "pancake 'greetz'", it is called, was observed on Shrove Tuesday at Westminster School, the winner being A. M. Bennett, a Modern side boy who is "up Rigault's." Seventeen of the boys competed, each form selecting its sturdiest champion. The word for the throw was given by the Headmaster (Dr. Gow), and the cook, taking careful aim, hurled the pancake, which was smaller and thicker than the usual type, several feet over the bar. Bennett pounced upon it while it was still rolling across the floor and a second later was thrown flat and lost to sight underneath a sarg-ing "greetz" of his excited rivals. Not until the struggle was over was he seen again. When Dr. Gow called "time" after the regulation two minutes, the 17 competitors slowly untied themselves, leaving Bennett lying upon the floor covered with dust and showing more than one bruise and graze, but still triumphantly grasping with both hands not merely the biggest portion of the pancake, but the whole of it—a very unusual feat. In solemn procession between the Dean's verger and the cook the winner was then escorted to the Dean to receive the prize of a guinea.

Steward's Smuggled Tobacco.

The Bristol magistrates, fined Hendrick Overbrook, steward of the steamer Voghtsroom, £30 and costs for smuggling tobacco. A Customs preventive officer boarded the ship and saw the defendant, who denied that he had any tobacco. Sounding along the ceiling of the defendant's cabin the officer found 21lb. of tobacco, worth 7s. 4d. per lb., which had been skillfully concealed between the matchboarding of the ceiling and the iron deck.

Marriage of Miss Marie Lloyd.

Miss Marie Lloyd was married at the British Consulate in Portland, Oregon, on February 21, to Bernard Dillon, the ex-jockey, by a Roman Catholic priest. The wedding had been postponed from the previous day owing to difficulties raised by the immigration authorities, who desired to bar Dillon from re-entering the United States from Canada. Miss Lloyd, who is under bond to return to England when her tour has ended, is highly indignant at the attitude assumed by the immigration authorities towards her "private affairs." She gave her name as Matilda Hurley, age 32. Dillon's age was given as 28.

Up Against Jack Johnson! A fight which attracted some attention took place on February 23 in the Rue du Faubourg Montmartre at Paris. Jack Johnson, the pugilist, believing that his wife had been insulted by an American who was passing in the street, struck him with his fist. The man ran into a restaurant, and there took refuge in the kitchen. The couple were finally separated before any serious damage was done.

Bishop's Crozier Found.

The latest gift to the Treasury of Rochester Cathedral is an interesting latten crozier-head, dating back to the latter years of the twelfth century. It is given by the Bishop of the diocese, Dr. Harmer. The crozier was found in the thatched roof of a house at Allingham, Kent. The Bishop is having a staff made for it, and the whole when completed will be kept in the Treasury of the cathedral, only to be used by the Bishop when attending certain services at the Cathedral.

A Fatal Drinking Bout.

On Sunday afternoon, January 25, a coloured man named Bert Tindling and a companion named James Thompson had a wager as to how much rum Tindling could drink. They entered the Sir John Lawrence public house, Canning Town, and Thompson paid for 15 or 17 half-quarters of rum, which Tindling drank in 25 minutes. He then collapsed, and died next morning. The landlord of the public-house and the man Thompson were subsequently prosecuted. Owing to discrepancies in the medical evidence the case against the publican was dismissed. Thompson was bound over to come up for judgment if called upon within six months.

BOXING WORLD.

The Johnson and Langford Meet

All the talk of Johnson and Langford being matched seems to be in vain. The bigger man has said that nothing except £6,000 will tempt him to the ring to box the fellow he is most afraid of. It is highly probable that Johnson is going through a period of regret at the fact that he did not box Langford when he (Johnson) was much fitter than at present. Writes "Corinthian" in the "Sporting Chronicle" of February 14.

It was always my conviction that, at his best, Johnson would beat Langford because of superior physical make-up. It seems to me now that Johnson has arrived at a stage when he has doubts about his own capabilities. His long-drawn-out rest has, no doubt left him wondering what would be the result of a contest in which he was hard pushed. Johnson has arrived at the age when to box is not a pleasure, and to train is very hard work. Increasing years have the same effect upon fat as they have upon ivy; they make it cling closer.

While watching Langford the other day I was surprised at the speed of his punches. It was only exhibition boxing, but there was the amazing pace of movement, and the remarkable judgment in defence. There is no doubt that these two men are remarkable fighting instruments, and until they are on the downgrade we shall not see their equal in that way.

Beynon's Defeat.

Charles Ludoux proved very clearly in his second bout with Beynon that the latter is going to have a bad time of it with that injured eye, which I described lately as a handicap that would, in all probability, be the undoing of the game little Welshman. So long as that wound is so susceptible to blows Beynon can hardly hope to advance, for the hurt is on that side of the face that Beynon always presents for punishment.

With a score a show of defence, Beynon cannot afford to take and give as he used to do. He must learn how to guard or he must give up the game. For a boxer of his stamp to have a place so vulnerable and still be a success, as far as championship boxing is concerned, is almost impossible. Men with good defences can afford to have that sort of injury, but Beynon has never bothered about defence. His methods consist of taking a punch in the firm knowledge that he will return one deal harder than most boxers of his weight.

If he receives a few punches on that injured eye he will be the loser, and, unfortunately, for Beynon, he will find much difficulty now in altering his style. He has got to a time when men are hard to teach, and it seems as if the only thing left for Beynon to do is to try and spar right foot foremost in order that the other side of his face may be presented to his opponents.

The Seaman Again.

Seaman Hayes, whom you have seen in Manchester on many occasions, settled another feather "hope" on Monday last. It seems a very long time since Hayes met one of the most clever feather-weight boxers ever seen, George Cooper, of Barking, in order to see who should meet Jim Driscoll for the Lonsdale belt. Since that contest I have always had the greatest respect for Hayes. In his first few rounds he was hit just whenever Cooper felt so inclined, and then, getting over confident, Cooper was put out by a half arm punch to the stomach, thus losing when he was a very hot favourite.

With Lambert on Monday last Hayes was a different man. He showed not the least trace of having lost any power of punch, and, clever though the ex-amateur champion was, Hayes was almost as quick. He followed the prancing Lambert round the ring with footwork that might have appeared slow to some, but which was that easy, effortless glide which carries with it perfect equilibrium. However much Lambert skipped about he always seemed to be within reach of the relentless, pursuing Hayes, who never punched without hitting very hard indeed. He went round the ring in an attitude that

STILL HAPPY THOUGH MARRIED.

New Work by Hongkong's old Chaplain.

It will be source of satisfaction to all those who have been cheered and helped by the Rev. E. J. Hardy's bright little work, "How to be Happy though Married," to know that he is still happy and still anxious to share his happiness with others. His new book shines with the same cheery brightness, after thirty years, as did his old book. Matrimonial bliss has never for a moment made him forget his responsibility to the many others of the public who look to him for counsel. Even when tired with the day's labours, he sits down to an evening to enjoy the best and brightest weeklies, and an hour of well-earned leisure—even then he has scissors by him, and perchance a notebook and a pot of paste, that he may glean and cherish for others the wise bits that touch his common sense. For you cannot but feel, in reading his latest book, that it has grown up in some such homely, unassuming fashion. It bristles with anecdotes and bright sayings and ray bits about the state which after thirty years the Rev. E. J. Hardy is still, we rejoice to say, finding blessed. These choice bits have not been flung together at haphazard. They have been industriously sorted and neatly put together and divided into chapters, with such attractive headings as "What women like in men," "Wedding 'trig'," "Where shall we spend our honeymoon?"

Though the Rev. E. J. Hardy is a clergyman and writes with a lofty purpose, we must emphasise the fact that his book is not merely dull edifying. Far from it. It teems with playful archness. For instance, in the chapter devoted to "Courtship and Flirting," he says:—"Flirtation has been well described as a 'spoon with nothing in it'; courtship, though it may be a spoon too, is a spoon with something in it—that is to say, the intention to marry." Could the sentiment be more pithily expressed?

seemed to be speaking: "It's no use going away from me, Lambert, you have got to have. It sooner or later, and that seemed to fix itself in Lambert's mind, for when he took the first of two rights to the jaw in the last round, Lambert looked as if he had given up all hope of getting rid of his old man of the sea. The best that can be said of Lambert is that he was leading on points when he was knocked out by a perfectly timed right to the jaw.

Hayes boxed so well that he must still be regarded as the champion hope destroyer among the feathers. It is probable that Kid Lewis would beat him but a match between the two would be a tremendous attraction, for with Lewis weakening himself in order to make the weight it is likely that the seaman would wear the champion's down. Hayes was so good that one is forced to think that there is no other feather weight with better claims to another championship contest. He has the strength of a welterweight, and his hits are far heavier than is customary with 9st men.

Mathieson's Pluck.

Johnny Mathieson gave an admirable display of pluck in his bout with a promising young boxer named Pembroke. The Fighting Scot justified his nickname, for in spite of the fact that he was obviously less strong than he should have been he went through the ten rounds after receiving a grueling that would have justified him in giving up. He looked quite weak, and took so many punches on the front of the face that one wondered what he would have done to Pembroke if he had been as active as he has been before.

The remarkable thing about the bout was the fact that Mathieson showed all the signs of having lost half his power to punch, for his fists went out in a slow, labouring manner that caused the probability of him landing a heavy blow to appear very remote indeed. He has been through

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an illness, and if he recovers his Mackay, the American. By a strength he should have a return has been keeping very fit, and match with Pembroke, and he looked as well as ever when I would not lose a second time. saw him at the National Sporting Jack Ward has got very near last Monday. It is good to the stage when a boxer possesses that the distance of the bout out of consideration as a possible to be a round, for I am sure champion at his weight. After that boxer can beat most people his fine showing against Haghat that distance and his weight, Mahagan we all began to think as he does not seem to have lost that there was much to be said a trifle of his pace and trickery. for his asseveration that he had a Byrker keeps himself in working big, chance of beating Fredorder by boxing with all sorts of Welsh, but his defeat at the amateurs, sometimes for as long hands of Jerry Delaney has sent as five hours at a stretch—with him down a long way.

It is possible that this Delaney, whom I have not seen, is going to be the next "big" man at his weight, for it is a fine performance to knock out a boxer so clever as Ward. Although the latter must be past his prime the fact remains that he has a knowledge of the tricks that help a man to avoid a knock-out, but he failed to keep up on this occasion. All credit must, therefore, be given to his conqueror.

When the serious work of finding an opponent for Fred Welsh is started upon, Delaney must be taken into consideration.

Joe Bowker Azala. You would be interested to note that Joe Bowker has been matched again, this time against Biz

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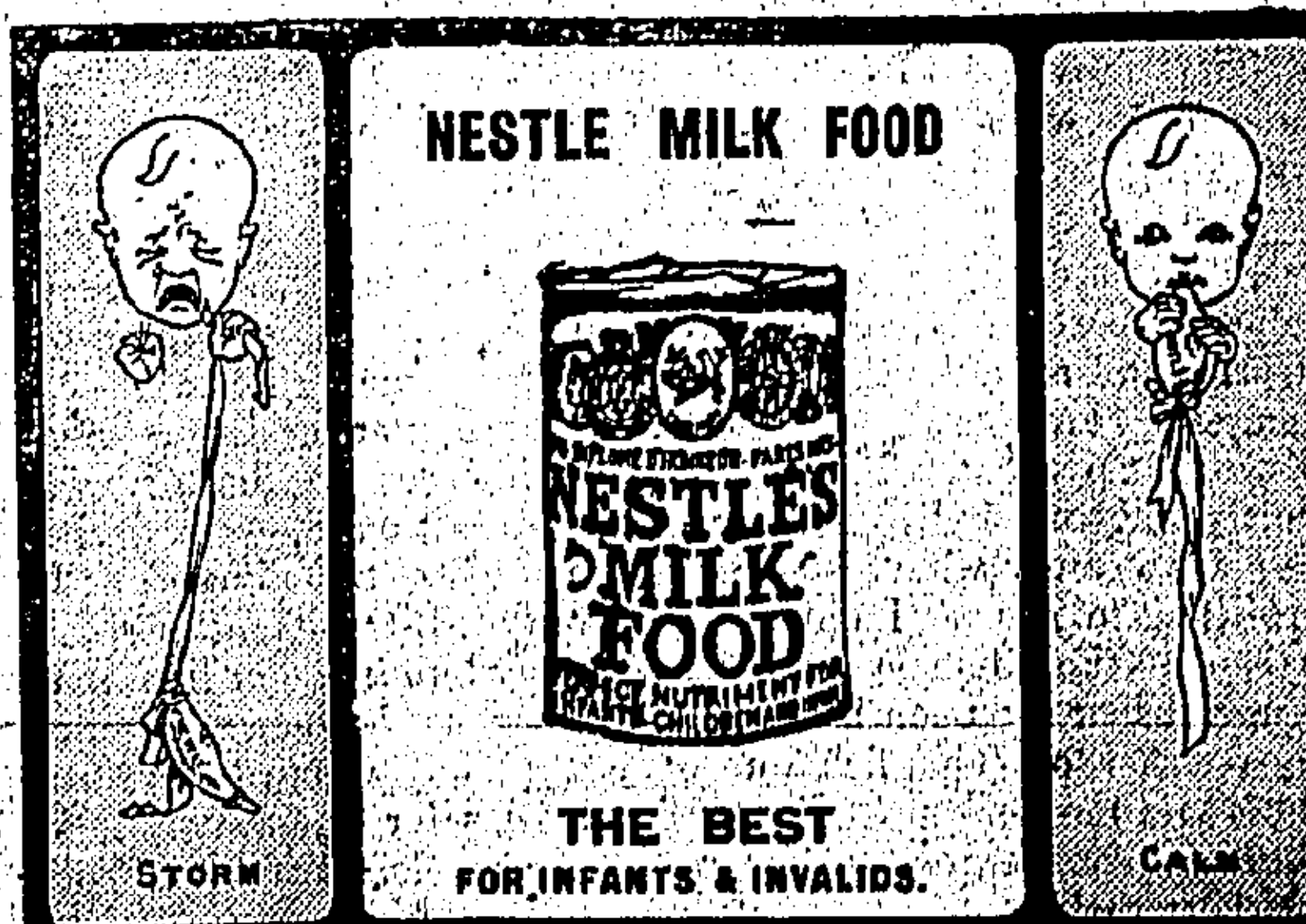
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The Hongkong Telegraph.

HONGKONG, FRIDAY, MARCH 20, 1914.

A FIELD FOR GOOD WORK.

It is no easy task to arouse Hongkong, or any given portion of it, into activity and enthusiasm for a particular cause. Plain speaking and plain writing may do something, but the process has to be continuous and well-sustained if any results are expected. As in the case of the individual, so it is with a community—to get into a groove, to be snugly self-satisfied, is to put the closure on progress and advancement. That is a danger which we sometimes think Hongkong is exposing itself to. Hence our endeavours to shake up those organisations which could perform a useful service to the Colony, but which have been struck by the blight of moribundity.

More than once have we commented on the wide field which can be found in Hongkong for activities which have as their aim the prevention of cruelty to animals. We return to the matter in the hope that one of these days the question will be really taken in hand, either by a revivifying of the existing—and only just existing—Society, or by the formation of some new body which shall take up a work which is now very sadly neglected. And we are encouraged to again broach the subject from observation of what the Shanghai Society for the Prevention of Cruelty to Animals is doing. The report for the month of February has just been issued, and it shows that no fewer than seven offenders were dealt with in the Courts as a result of the campaign which is carried on by the body mentioned. The cases dealt with had reference to ill-treatment of chickens and of a pony, the guilty individuals being respectively poultry dealers and a malco. In each case a substantial fine was imposed, with the alternative of imprisonment, and in instances where the fines were paid they were awarded to the Society, to help it in its noble work. These facts show what can be done provided there is the willingness to take the matter up. And surely what is possible in Shanghai is equally possible in Hongkong.

There are, as we have had occasion to point out before now, endless opportunities for work of this type in Hongkong, and our surprise and regret is that lovers of animals and birds do not stir themselves and get busy in centres where glaring ill-treatment is every day apparent. The most common cases are those in which poultry, pigeons and pigs are handled, and it only needs a visit to the river steamer wharves to see to what extent the abuse has been permitted to grow. Incidentally, too, the ill-treatment of fish can be seen at the same spots, for every day hundreds of live fish are brought ashore in open baskets. And it must be remembered that it is as cruel to keep a fish out of water as it would be to throw a rabbit into the harbour. The opportunities for humanitarian work in this sphere are great. And we have a sufficient faith to believe that there are people in the Colony who would be prepared to do their best in furthering such work. It only needs some one to take the initiative. Who will do it?

DAY BY DAY

LEARN TO BE CONTENTED WITH YOUR CONDITION. IS THAT ANIMAL BETTER THAT HATH TWO OR THREE MOUNTAINS TO GRAZE ON THAN A LITTLE BEE THAT FEELS ON DAW OR MANNA AND LIVES ON WHAT FALLS EVERY MORNING FROM THE CLOUDS. THE STOREHOUSE OF HEAVEN CAN A MAN QUENCH HIS THIRST BETTER OUT OF A RIVER THAN A FULL CUP, OR DRINK BETTER FROM THE FOUNTAIN WHICH IS FINELY FAVED WITH MARBLE THAN WHEN IT WELLS OVER THE GREEN TURF Taylor.

The Weather.
Lower level 8 a.m. Temp. 63 sunshiny.
At the Peak 8 a.m. Temp. 54 sunshiny.

The Mails.
Canadian and Siberian Mails—Arrived per s.s. Monteagle this morning.
Australian Mail—Closes per s.s. Coblenz at 9 a.m. to-morrow.
German Mail. Of February 18.—Delivered in London on March 19.

Latest Advertisement.
The consignees' notice regarding the s.s. Floeride is issued—Page 5.

Arrived.
Major Woodhouse arrived from Yokohama by the Monteagle to-day.

Portuguese Soldiers.
Twenty-seven Portuguese soldiers, from Macao, left for Home by the s.s. Kleist.

Football Dinner.
After to-morrow's rugby match between Hongkong and the officers of the Army and Navy the teams will dine at the Hongkong Hotel.

Promoted.
Lieutenant F. E. M. Milner-Jones, Army Service Corps, that has been promoted to the rank of Captain, with effect from December 15.

Left for Home.
Capt. and Mrs. Kiddle and Mrs. Landale and children were among the passengers on the Home-going steamer Kleist.

The Dairy Farm Outrags.
Mr. Oliphant, of the Dairy Farm, has reported to the Police that five more pigs belonging to the company have been killed by some person unknown.

School Sports.
The Hongkong Schools' Sports are to take place on April 20, and His Excellency the Governor is to distribute the prizes. The heats will be run off on April 15.

Left by the Empress.
Among the passengers who left Hongkong by the Empress of Russia were Brigadier General and Mrs. Foster, Capt. E. M. Conolly, Mr. A. G. M. Fletcher and the Lord Abbot of St. Martins.

Military Leave.
Leave to neighbouring countries has been granted to following officers: Lieut. L. Spenser, 8th Rajputs, April 8 to June 6; Maj. C. G. Pritchard, R.G.A. April 21 to August 31; Captain C. A. N. Hume Spry, R.G.A. April 1 to June 8; 2nd Lieut. L. P. Goldney, R.G.A. April 1 to June 8.

Bale of Satin Stolen.
A Chinese merchant of 62, Des Voeux Road has reported to the Police that while his employees were engaged in transferring satin from his shop to the s.s. Hongkong, someone stole a bale weighing about 133 lbs. and valued at \$190.

Child Drugged.
The Police effected the arrest of a woman in Connaught Road West who had with her three children, one boy and two girls, of whom one appeared to be drugged. It appears that the father and mother of the children missed them and set out to make a search. They found them as stated, and it is possible that a charge will be preferred by the police to-morrow.

Oriental Brewery.
Articles of incorporation will be filed today says *Cable News American* of the 17th, inst. for the Oriental Brewery and Ice plant, with a capitalization of Pesos 1,500,000, of which concern A. M. Barreto is the principal stockholder, the paid up stock amounting to Pesos 880,000. This new corporation is an outgrowth or reorganization of the Philippine Refreshment Company, which was incorporated several months ago with a capitalization of Pesos 5,000, and which was organized for the purpose of initiating a new brewery and ice plant. This concern, through its agents, purchased property on Calle General Solano, the new plant being nearly completed and will be ready for operation in about three months.

BRITAIN'S DESTINY.

Interesting Opinions of an American Ex-Governor.

One of the most interesting personages to have visited Hongkong for many a long day is the Hon. Mr. Chase S. Osborn, former Governor of the State of Michigan, who has been staying in the Colony and left yesterday by the Empress of Russia. He is a man of wide administrative experience, and one who takes a lively interest in all manner of subjects, from the study of economics and colonization, down to ornithology and scientific pursuits. He is also connected in a large way with journalism. A man of many parts, keen and discriminating in his observation, his great hobby, if it may so be called, is travel. There is scarcely a part of the world he has not visited, and the object of his travels is to study the different methods of governments in the Colonies, suzerain states and different countries he visits.

The trip which he is at present taking, accompanied by his wife, has already occupied a year and a half, and it is Mr. Osborn's hope to be back again in the United States about the end of this year. He is now on his way to Shanghai, and will take the Pukow Railway through Manchuria, then go into Mongolia, touch Turkestan, travel over the Trans-Caucasian Railway and eventually get into Europe.

Mr. Osborn was in South Africa at the time the Indian trouble first broke out, and in a conversation with the *Telegraph* yesterday he expressed some intensely interesting opinions on the matter. A man of clean-cut, determined features, which, however, can take on the happiest of smiles on occasion, his personality gave the impression that he is not one to give out views on any subject without first having got into the very core of the question. He is a stranger to superficial thinking or talking.

Referring to the possibility of the removal of the per capita tax on Indians in South Africa, the Ex-Governor said he thought that would be the most just thing to do. "In other words," he observed, "if your great Empire assumes suzerainty over any people, that makes you one of them and they one of you. In your case you do not as thoroughly control the various Colonies as you possess all over the world as the several States of America are controlled by the United States Government. We have forty-eight States, which, of course, is a bigger number than the important Colonies you possess. Their relationship to the State is distinctly subordinate to the National Government, as you know. You cannot have that solid until you federate your national or imperial interests—and that you have not done yet. When you federate and have a full Federation Parliament, representative of each and all, then you will have such a national entity as you have never possessed before. That, in turn, will make for greater strength—you will be stronger, just as much stronger as the strands of an unwoven rope are when they are woven together."

Further elaborating the point, Mr. Osborn said:—"It must not be forgotten that there is nothing which is needed for the wants of the whole world which is not produced in your several countries. And if this idea of federation is carried out, you will not only be economically self-sustaining, as you are at present, but politically self-sustaining too, which you are not. So I think your destiny is Federation—either that or concentration in distinctly white man's countries. I have sometimes thought that you are flinging your political strength and your intellectual genius, and even your morals, at the tropics, there to be wasted and to disappear and die, while all the time you are robbing yourselves at home; your great storehouse of strength which you may some day need. That cannot always go on—you cannot burn the candle at both ends for ever. There are mutterings already, and it may be that the day will come when, by what one might term a volcanic eruption in the tropics, you will be thrust out of the tropics. That might even be a divine interposition for the saving of Britain. Nations are saved in either one way or another—by the genius of man or the providence of God. And I do not think they are working together in your case just now. They are going to some day, though."

"Of course," continued the Ex-Governor, "your country is as strong to-day as ever. I think there are two things—you may think them strange points to mention—that seem to prove that Great Britain is as strong and virile to-day as she has ever been, and probably more so than she has been for the last half-century. I should say the first sign is the militant activity of your women, which I consider a hopeful thing. Aside altogether from politics, it shows that you have a womanhood to-day capable of producing virile, potential men. It shows from the surface an evidence of the great reserve of woman's strength in England. As long as you have strong, great women your country cannot die. The other sign which I see is the Ulster movement. Whenever you have men who have the courage and strength and belligerency and vitality to square up at each other it is a hopeful sign; and while it is to be hoped that everything will be settled peacefully, as it should be, and will be of course, the evidence that there is the fighting spirit there, is the healthiest possible sign. I am one of those who believe that in the long run revolutions and rebellions and internecine strife, while deplorable at the time, will therefore be pointed out that some of the suggestions put forward in its columns are in operation in Shanghai. At the pretty playground situated on the Szechuen Road Extension there is everything to delight the

STABBING AFFRAY.

SERIOUS HAPPENING ON THE S.S. NILE.

A stabbing affray on the Pacific Mail s.s. Nile, now lying in harbour, has resulted in one European being sent to hospital suffering from injuries, while another has been detained by the police on a charge of inflicting the injuries. Both men were employed on the steamer, one as a carpenter and the other as a butcher.

At the moment it is difficult to obtain details of the affair, but we are informed that during a quarrel the man who is under police detention is alleged to have whipped out a pocket-knife and stabbed the other over the heart. As to whether the injury is serious, it is not yet possible to say. At the moment the names of the parties have not been disclosed.

The injured man is now lying at the Government Civil Hospital, and it is probable that the other will be formally charged at the Police Court to-morrow. The man in the hospital, we are since informed, is named Just Anderson, and he is employed as a carpenter on board the ship.

RESTAURANT SUED.

In the Summary Court this morning Wing Cheong Yee-kee sued the Chin Ua Restaurant for the sum of \$256-18.

Mr. Russ, of Messrs Goldring and Russ, appeared for the plaintiff, and Mr. J. H. Gardiner appeared for the defendant.

The solicitor for the plaintiff said there was no defence in this case, and he wanted to amend the writ by adding a partner. The restaurant was closed, so that it was useless suing them.

His Lordship:—Can you serve this partner?

Mr. Russ:—Yes.
Mr. Gardiner:—I have a very good defence, my Lord. My friend said he was going to furnish particulars last Saturday, but so far there are no particulars.

Mr. Russ promised particulars.
Mr. Gardiner said if he did not receive particulars by Wednesday, he would ask his Lordship for a week's adjournment at plaintiff's expense.

His Lordship said he could do so.

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all are of the low-seated, pneumatic-tired type—practically indistinguishable from the private ricksha—and what is also worth remembering, the coolies are recently clad in uniform. This is a matter which badly needs attention in Hongkong, and it is to be hoped that the authorities here will one day take this whole question in hand with the view to effecting much-needed improvements in a much used public service. Consideration of road and traffic questions brings to mind the fact that in Shanghai prison convicts may be seen in chain gangs doing useful work in the streets, such as road-making. And that is another way in which the municipal authorities up North show us how to do things. The adoption of a similar plan here would not only be beneficial from a money-saving point of view; it might also prove a deterrent to crime. The *Telegraph* has taken on active interest in the children's playground question; and it may therefore be pointed out that some of the suggestions put forward in its columns are in operation in Shanghai. At the pretty playground situated on the Szechuen Road Extension there is everything to delight the

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HONGKONG AND SHANGHAI.

A Comparison and Some Lessons.

[SPECIAL ARTICLE.]

Though we constantly speak and think of the Far East as a composite whole, and though a community of interest—trade and otherwise—links the several centres closely together, there is probably no quarter of the globe where the distinguishing characteristics of the various ports are more sharply defined. The fact very forcibly strikes one when it comes to a comparison between Hongkong and Shanghai. No two places could be more unlike—physically, socially or from the commercial standpoint. And in making the comparison there are many respects in which our Northern neighbour can give us points. Those who know the two places will agree that, to put it in popular phraseology, there is much more "life" about Shanghai than Hongkong can lay claim to. The contrast between say, Nanking Road, Shanghai and Queen's Road, Hongkong, in the busiest part of the day will supply the best proof of that fact to those who are acquainted with both cities. After the relative sleepiness of Hongkong, the rush and the bustle of town life in Shanghai, the hundreds of motor cars dashing hither and thither, the equally numerous carriages every where in evidence, the constant clang of the tramcar bell—are bound to convey the impression that Shanghai has all the enterprise and vitality which 'Hongkong' is content to plod along in the old, old way. That may not be the actual fact; but that is the impression which first acquaintances with both places leaves on one. We know that solidity of progress and slow—but sure methods, tell in the long run commercially; and may be that is where Hongkong has the pull over Shanghai. The point is worth pondering over, anyhow.

One or two respects in which Shanghai gives the lead to our Colony in the management of its affairs may, at any rate, be noted. No sooner does one land at the Customs jetty than lesson No. 1 strikes one in the face. As at Blake Pier, accommodation is provided for the public, but the seats are not commandeered by hordes of unkempt Orientals; instead, they are labelled "For foreigners only." That is how Shanghai would solve our Blake Pier problem. And Shanghai is not British territory, let it be remembered. In road-making our Northern neighbour can give us a lead, too. Wood-paving is much favoured, especially in the main thoroughfares; hence Shanghai is spared the annoyance and inconvenience which we in Hongkong have to endure in consequence of the streets being so frequently "up." While on this point, there is another respect in which the Northern port is immeasurably ahead of us that is in its ricksha service. All the public rickshas in Shanghai are of the low-seated, pneumatic-tired type—practically indistinguishable from the private ricksha—and what is also worth remembering, the coolies are recently clad in uniform. This is a matter which badly needs attention in Hongkong, and it is to be hoped that the authorities here will one day take this whole question in hand with the view to effecting much-needed improvements in a much used public service. Consideration of road and traffic questions brings to mind the fact that in Shanghai prison convicts may be seen in chain gangs doing useful work in the streets, such as road-making. And that is another way in which the municipal authorities up North show us how to do things. The adoption of a similar plan here would not only be beneficial from a money-saving point of view; it might also prove a deterrent to crime. The *Telegraph* has taken on active interest in the children's playground question; and it may therefore be pointed out that some of the suggestions put forward in its columns are in operation in Shanghai. At the pretty playground situated on the Szechuen Road Extension there is everything to delight the

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"OLD CHARLIE."

Death of a Well-known Hongkong Character.

One of Hongkong's most well-known characters, Charles Willockson, known by nearly everybody as "Old Charlie," passed away at the Matilda Hospital yesterday morning, at the ripe old age of 78 years, from senile decay.

The deceased, who was a native of Hull, came to the Colony about 30 years ago, being left behind by his vessel as a result of having sustained a broken leg. His case was taken up by the Rev. Mr. Goldsmith, who was then Chaplain to Seamen here, and he fitted him out with a matched coffee stall in Kowloon, which eventually blossomed out into the Seamen's Institute at Kowloon, of which deceased was manager until it was closed about five years ago. Since that time he had been living at the Institute in Hongkong as a pensioner. In his early days the deceased fought in the American Civil War and attempts were made to secure a pension from the United States Government for him, but, sailor-like, he had lost all his papers of identity. It may be mentioned that he was wounded during the War.

Deceased was admitted to hospital on February 19, though he had been in failing health ever since the death of an old companion of his, Mr. Pritchard, second mate of the *Osang*, about a year ago. The latter's demise seemed to quite break the old man up. The funeral took place yesterday afternoon at the Happy Valley, being conducted by the Rev. D. B. Reynolds. Among those present were the Bishop of Victoria, Messrs. H. L. Stringer, W. E. Molson and W. Davies.

NEW SOLICITOR.

Admitted at the Supreme Court To-day.

At the Supreme Court this morning, Sir William Rees Davies, admitted a new solicitor.

The Attorney General said he begged to move the admission as a solicitor of Mr. Francis Horace Baker, who was articulated at Wol-verhampton by the Registrar of the County Court of Wol-verhampton, and he had served with a firm in Bedford Row and for the last two years he had practised on his own. The papers were all in order with one exception. A certificate of admission had been deposited with his Lordship. His certificate of admission was still valid and in force and had been deposited. In addition, Mr. Baker had filed two certificates of fitness and character, signed by two practising attorneys.

Identity had been proved in the usual form, but he had not given four months' notice. He had received a letter from the secretary of the Hongkong Law Society in which it was stated that the Hongkong Law Society had not any objection to him receiving the exemption which he now asked.

His Lordship:—And they have addressed a similar letter to the Registrar.

The Attorney General said he would therefore ask for the formal admission of Mr. Baker as a solicitor, and at the same time he would ask for him to be granted the exemption from giving notice of four months.

His Lordship:—Mr. Francis Horace Baker, I have much pleasure in exempting you from the requirements of the Ordinance, having regard to the communication addressed by the Law Society. I have much pleasure in admitting you to practice here, and I hope your practice will be successful.

Mr. Baker:—Thank you, your Lordship.

The newly-admitted solicitor will be connected with Messrs. Ewens and Needham.

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SECOND MATE'S OFFENCES.

Certificate Suspended for Twelve Months.

This morning a Marine Court, comprising Commander Basil Taylor, R. N., Mr. O. M. Robins, master of the s.s. Thongwa, and Mr. J. W. Evans, master of the s.s. Haimun, sat to consider charges of misconduct against John Fraser, second mate of the s.s. Foochow. It was alleged (1) that on January 3, 1914, the defendant was found asleep on the bridge and under the influence of liquor; and was put off duty by the master; (2) that in the Yangtze River on February 28, he was again under the influence of drink, and was incapable of performing his duty and was put off duty by the master; (3) that on March 12, in the Canton River, he was again drunk and incapable of performing his duties, being put off duty by the master.

Mr. Lewis, of Messrs. Johnson, Stokes and Master, appeared for the captain of the ship.

The defendant pleaded not guilty.

Capt. Owens said that on January 3, at 11.15 p.m., he went on the bridge and found the second officer asleep while on duty. Witness had gone up on the bridge and walked up and down once or twice, but could not see the second officer. He found him in the chart room with his head on his arms at the chart table, asleep. Witness put him off duty.

Mr. Lewis:—What makes you sure he was asleep? I heard him snoring a bit, and he knew he was guilty, for he ran when I told him to get off the bridge.

What made you think he was under the influence of liquor?—By his behaviour.

Continuing, the witness said that the next day he entered the matter in the log and read it to the defendant in the presence of the Chief Officer. The defendant replied:—I am entirely in your hands.

Mr. Lewis:—The following day he asked to be allowed to return to duty?—Yes, after promising to abstain from liquor.

And I think you made an entry in the log book of his return to duty and of his promise to abstain from liquor?—Yes.

And you made an entry in your log book that it depended upon his future conduct whether you reported it or not?—Whether it would be reported or not, I wanted to deal leniently with the man and give him another chance.

Dealing with the second charge, the witness said that on February 28, while in the Yangtze River, going from Shanghai, the defendant was under the influence of liquor and was put off duty.

Commander Taylor:—With regard to the second charge, what made you think he was under the influence of liquor?—It was unmistakable in his action, and also he was quite at sea as to where he was in the Yangtze.

The next charge was in regard to the Canton River. There, on March 12 at 11 p.m., the defendant was again under the influence of liquor and was put off duty.

Mr. Lewis:—On that occasion was his condition reported to you?—Yes; when he relieved the Chief Officer. He reported to me that he was not in a fit condition to be on the bridge, but I left him on for an hour to see what he would do. He made several mistakes.

Mr. Lewis:—I understand you did not turn him off the bridge immediately the chief officer made the report but you watched him and practically kept watch alongside him?—Yes.

The next day witness called him up thinking to put him on duty, which he did. He called the chief officer and a chief engineer into consultation and they thought that they could not say the defendant was then drunk, nor was he sober. He was put on duty, but witness remained on the bridge to see that everything was alright. When the entry in the log was read to the defendant, he made no answer. He was on duty until his arrival in Hongkong when he was dismissed on March 14. Witness asked the Marine Superintendent to find him another ship, but he refused to do so.

SPECIAL CABLES.

CHINA MERCHANTS S. N. COMPANY.

OPPOSITION TO POSSIBLE JAPANESE CONTROL.

(Special Pacific Service to the Telegraph—Reuter). Peking, Received March 20.

The Peking Gazette says there are no means of telling whether the reports that Sheng Kung-pao is endeavouring to dispose the interests in the China Merchants S. N. Company to Japanese are true, but the Government should be put on its guard and take necessary measure to prevent the Company passing into Japanese hands. The journal states that they must make serious efforts to prevent the undue extension of Japanese interests in different parts of the country.

STANDARD OIL CONCESSION.

PLANS FOR ITS ACTUAL WORKING.

Peking, Received March 20.

Export geologists commenced surveying in the Jehol district on behalf of the Standard Oil Company immediately the agreement was signed. From thence they proceed to the Yenohang district of Shensi.

Eighteen hundred tons of drilling machinery have been shipped and is due to arrive in April. Ten expert drillers will also arrive shortly.

THE HANYEHPING AGREEMENT.

The Peking Gazette says the delay between the signature of the Hanyehping Loan on December 12 and the details becoming public appears to have enabled Sheng Kung-pao to mature sufficiently to render the Government's veto impotent.

JAPANESE NAVAL ESTIMATES.

SETTLED BY DRAWING LOTS.

Tokyo, Received March 20.

A joint conference of ten representatives of each House met this afternoon.

The Chairman, who does not vote, was chosen by lot. He proved to be a member of the Upper House. Consequently the Peers' amendment to the Naval Estimates was rejected by one vote.

The defendant:—I would like to ask the captain how long I was asleep upon the bridge?

Witness:—I left the bridge at 10.30 p.m. and I took a walk upon the lower bridge. He stopped walking upon the bridge at about 11 p.m. and thinking it was strange I went on the bridge; I could not find him but afterwards found him asleep.

Commander Taylor:—You conclude that he was asleep for about a quarter of an hour?—Yes, about that. Although I put the defendant on at 10.30 p.m., I would not rest until midnight because I wanted to see that the ship was on a good course for Japan.

Commander Taylor:—Mr. Fraser, any more questions?

Defendant:—No sir; No more; I plead guilty to the rest.

Mr. W. T. Roberts, mate of the s.s. Foochow, gave corroborative evidence with regard to the third charge.

The defendant, asked what he had to say in defence, said:—I am very sorry it has occurred, that is all. I was never before in trouble.

The Court, after a short deliberation, found that the charges against the defendant had been proved and suspended his certificate for twelve months.

Fell into Hold.

The Water Police have sent to the Mortuary the body of a Chinese coolie, who accidentally fell down the hold of the s.s. Maho Maru, while she was coaling.

Banishers Return.

Two Chinese who had returned from banishment were sentenced to twelve months' imprisonment, four hours' stocks and twenty-four strokes of the birch each, at the Police Court this morning.

Sessions Cases.

The Kowloon murder case will be heard at the Criminal Sessions on Monday. Two cases of returning from banishment have been sent back to the magistrates to deal with.

BRAVE BOMBARDIER.

Royal Humane Society's Medal Presented.

To-day at the close of field firing at Kowloon Old City, H. E. Major General Kelly presented the medal of the Royal Humane Society to Bombardier Ashton R. G. A. for bravery which he displayed in saving human life.

The Bombardier, with great gallantry, during the typhoon of August 17, 1913, was responsible for saving the lives of seventeen members of the crew of a junk which was wrecked in the Lyeomun Pass. The junk drifted ashore near Pakshawan, and Bombardier Ashton jumped into the water with a rope, which he succeeded in passing to the junk. By means of this, the men who would otherwise have been confined to the junk, were brought to shore, where help had been given to Ashton by other men. The officer sustained a severe bruising in the carrying out of his gallant deed. The award of the Society is a bronze medal and certificate.

CRICKET.

The undermentioned have been selected to play for K.O.O. on Saturday next, at Kowloon, against Navy C.C. commencing at 2 p.m.:—J. P. Robinson (capt.), J. H. Mead, J. Stalker, W. Kay, A. R. F. Raven, B. D. Evans, K. R. Macaskill, W. L. Weaver, W. T. Elson, D. O. Forsyth and F. J. de Rome.

Pocket Picked.

A Chinese shopkeeper of 107, First Street has reported to the police the loss, from his jacket pocket, while walking at Shek-long-tai, a purse containing \$70 in money.

DAIRY FARM NEWS.

BACON & HAM

DO YOU WANT THE BEST FOR YOUR TABLE
SEND US YOUR ORDERS
WE STOCK ABSOLUTELY 1ST QUALITY MILD CURED.

AUSTRALIAN BACON
AND
ENGLISH HAMS.TURKISH CIGARETTES
OF HIGH QUALITY

MAHALLA No: 1
SPECIALS No: 1
SPECIALS No: 2

MANUFACTURERS:

M. Weinberg & Co., London W.

SOLE AGENTS,

KRUSE AND CO.

TROPICAL DISEASES.

British Expedition to the Far East.

Dr. R. T. Leiper, helminthologist of the London School of Tropical Medicine and Wandsworth Scholar left London for China in the steamship Malwa. He was accompanied by Surgeon E. L. Atkinson, R.N. (who has been seconded by the Admiralty), and Mr. Cherry-Garrard, both of whom accompanied the Antarctic expedition.

The object of this expedition to the East is to ascertain the mode of spread of trematode diseases of man, especially bilharziasis, and the relation of those human diseases to those in domestic animals; investigations will also be made into ankylostomiasis, which has wrought much havoc among the coolies on the tea and rubber estates. The expedition has been subsidized by a grant from the Colonial Office, and the United States Rubber Company have offered facilities for the study of medical problems on their estates in Sumatra.

For more than half a century it has been known that one of those trematodes, which is sometimes called after the discoverer, Dr. Bilharz, once a German physician in Cairo, is responsible for producing the disease bilharziasis, from which more than one-third of the inhabitants of Lower Egypt are known to suffer. Unlike the English parasites, this worm lays countless eggs in the tissues of the unfortunate human host, which interfere with vital organs and often cause the individual to die prematurely. In many districts of South Africa this same worm is prevalent, and though its ravages are less severe than in several parts of North Africa our troops suffered considerably from its invasion during the late Boer War. The symptoms are depressing to the individual, because there is no known means of ridding man of the infection, and there are to-day several ex-soldiers and civilians who are still suffering sufficiently from the disease to warrant their continuing a modest pension from the War Office more than 10 years after they have left South Africa.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The s.s. GLENNAR left Singapore on the 18th inst. and is due here on the 24th inst. a.m.

The A. A. S. S. Co.'s s.s. INDRANI passed the Suez Canal on the 17th inst. for Hongkong direct.

To-day's Advertisements

From EUROPE.

THE H.A.L. Steamship

"HOERDE."

Captain Henson, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—ex s.s. "Bygdo" from Christiania " " "Mogador" from Setubal.

HAMBURG-AMERICA LINE, Hongkong Office, Hongkong, 20th Mar., 1914. [1184

TO LET.

TO LET for six months from April 15th next, furnished four roomed house in Wan-chai Road. Electric light and fans throughout. Nominal rental.—"B." of "Hongkong Telegraph."

MACKINTOSH

* CO., LTD.

"MEN'S WEAR SPECIALISTS."

SHOES - - -

BOOTS - - -

SHIRTS - - -

SOCKS - - -

TROUSERS -

MACKINTOSH, 16, DES VŒUX ROAD.

WM. POWELL, LTD.

HAVE IN THEIR

TAILORING DEPT.

AN

EXCELLENT SELECTION

OF

NEW MATERIALS,

FOR THE PRESENT AND COMING SEASON.

ALWAYS MODERATE FOR THE BEST.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WOMEN'S WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

ANDERSON MUSIC CO., LTD.

THE GREAT "ALLISON" ENGLISH PIANO.

HIGH CLASS INSTRUMENT

AT THE

PRICE OF A CHEAP ONE.

6, DES VŒUX ROAD. TEL. 1322.

WORTH HAVING

CONSISTENCY OF QUALITY

GUARANTEED.

PRICE PER CASE 1 DOZ. QTS. DUTY PAID \$21.00

Shipping

CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	2nd April.
Monteagle	8th April.
Empress of Asia	16th April.
	Allan Line.
	9th May.

All Steamships leave Hongkong at noon.
The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.
The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.
"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.
"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 46 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.
EASTWARD.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched for YOKOHAMA, KOBÉ & MOJI on 24th Mar.
S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SHANGHAI, KOBÉ & MOJI on 18th April.

WESTWARD.
S.S. "Japan," 6,013 tons, Capt. Saddon, will be despatched for SINGAPORE, PENANG & CALCUTTA on 25th Mar.

S.S. "Dunera," 5,589 tons, Capt. Dickinson, will be despatched as above on 29th Mar.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to,
DAVID SASSOON & CO., LTD.
Hongkong, Mar. 20th, 1914.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lyons, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Sudmark 20th Mar.
Hörde 14th Apr.
Segovia 11th May.

HOMEWARD.

For B'ton & New York/Suez Canal:
Ambria 25th Mar.
For Havre Bremen & Hamburg:
Scandia 29th Mar.
For M'les, D'kirk, R'dam, H'burg:
Sachsen 31st Mar.
For Havre Emden & Hamburg:
Assyria 4th April.
For Havre Bremen & Hamburg:
Alesia 8th April.
For Havre Bremen & Hamburg:
Bayern 23rd April.
For M'les, H'burg & Antwerp:
Belgravia 28th April.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Destination. Steamers.

MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.....
Katori Maru T. 20,000 (WEDNES, 25th Mar. at 10 a.m.)
Kamo Maru T. 16,000 (WEDNES, 8th Apr. at 10 a.m.)
Capt. Shimizu

VICTORIA, B.C., and SEATTLE
Shanghai, via Moji, Kobe, Yokohama, and Yokohama.....
Yokohama Maru T. 12,500 (TUES, 24th Mar. at noon.)
Awa Maru T. 12,500 (TUESDAY, 7th Apr. at noon.)
Capt. Tominaga

SYDNEY & MELBOURNE, via Manila, Thureday Island, Townsville and Brisbane.....
Tango Maru T. 13,500 (WEDNES, 8th Apr. at noon.)
Nikko Maru T. 9,600 (WEDNES, 6th May, at noon.)
Capt. Takeda

CALCUTTA via Spore, Penang & Rangoon.....
Mishima Maru T. 16,000 (WEDNES, 25th Mar. at 11 a.m.)
Nikko Maru T. 9,600 (WED, 8th Apr. at 11 a.m.)
Capt. R. Takeda

KOBE & Yokohama
NAGASAKI, Kobe & Yokohama.....
Kirin Maru T. 12,500 (TUESDAY, 24th Mar.)
Capt. Machida

SHANGHAI, Moji & Kobe.....
Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914.

FOR EUROPE.

Katori Maru 20000 tons sails Wednesday 25th March.
Kamo " 15000 " " 8th April.
Kashima " 20000 " " 22nd "

FOR AMERICA.

Yokohama Maru 12500 tons sails Tuesday 24th March.
Awa " 12500 " " 7th April.
Shidzuoka " 12500 " " 21st "

For further information apply to.

Telephone No. 292.

T. KUSUFOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI & TSINGTAU...Kanchow 21st Mar. at m'night
MANILA, CEBU & ILOILO...Chinhua 24th Mar. at 4 p.m.
SHANGHAI & TSINGTAU...Liangchow 24th Mar. at 4 p.m.
W'WEI, C'FOO & TIENTSIN Kueichow 26th Mar. at noon
SHANGHAI & TSINGTAU...Luchow 26th Mar. at 4 p.m.
SHANGHAI & TSINGTAU...Chenan 28th Mar. at m'night
MANILA, CEBU & ILOILO...Taming 31st Mar. at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

"MANILA LINE."—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" and "Teau."

"SHANGHAI LINE."—The Twin Screw steamers "Anhui" "Chenan," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 35
Hongkong 20th Mar., 1914.

Agents

For Further Particulars, apply to

Telephone No. 35
Hongkong 20th Mar., 1914.

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Telephone No. 35
Hongkong 20th Mar., 1914.

Agents

Shipping

HONGKONG
PHILIPPINES.
STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Destination. Steamers.

Manila, Mangarin, Cebu and Iloilo. MON., 23rd Mar. 4 p.m.

Manila, Mangarin, Cebu and Iloilo. THURS, 2nd Apr. 4 p.m.

Manila, Mangarin, Cebu and Iloilo. MON., 23rd Mar. 4 p.m.

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Manila, Mangarin, Cebu and Iloilo. THURS, 2nd Apr. 4 p.m.

LOG BOOK.

Tax on Vessels.
The long-pending question of imposing a tax on vessels registered in the Kwantung Leased Territory has been decided in the affirmative and will be put into force on April 1 next, the beginning of the next fiscal year, says the *Manchuria Daily News*. No further particulars are, however, available.

O.S.K. Dalren-Formosa Service.
In view of the increasing demand for bean cake at Formosa, the Osaka Shosen Kaisha is satisfied that the present two steamers are inadequate to cope with the situation. In consequence, the Company now contemplates to substitute either the *Bojun Maru* or the *Choshun Maru* now on that service with a steamer of 3,000 tons class from the Yokohama-Takao line.

Afloat in an Open Boat.

A graphic story of how the crew of the Liverpool barque *Battle Abbey* escaped fire in mid-ocean has reached Queenstown from Astoria, Oregon. The barque caught fire while on a voyage from Newcastle, New South Wales, to Vancouver, British Columbia, and the captain, his wife, two children, and six other members of the crew were rescued by the German barque *Elbe* after three days and two nights in an open boat. The two first lifeboats got out were smashed by heavy seas against the vessel's side. But the third got away a fully with twenty occupants, making for the American coast, 300 miles distant. During the first day and night a terrible gale blew, and the boat was swept by seas, drenching to the skin the captain's two little daughters who clung for protection to their mother. It was not until noon on the third day that the German barque *Elbe* picked up the boat.

Lighthousemen's Fate.

On Ondiep Water Island (Shallow Water Isle) in the Gaspar Straits, north of Banks, stands a lighthouse in the charge of two native keepers and a cook. Recently, the two keepers left their posts and went out fishing in a prauw. A strong current carried the couple out to sea and nothing further was heard of them. At nightfall the cook tried his best to set the machinery for the light working, but unaccustomed to the work he did not succeed and passing vessels were for a whole week surprised to see only a stove lamp hanging from the tower in place of the usual brilliant light. News having been brought to Priok, the Government launch *Java* was sent to the lighthouse to investigate. She returned with the tale of the tragedy, and two other keepers have now been sent in place of the unfortunate men. All so rich for them having proved fruitless, they have been given up for lost.

Motor Boat Construction.

During the year 1913 the China General Engineering Co., now called the China-Engineering Co., has been very successful in turning out various descriptions of motor boats, ranging from pleasure or sporting boats for use in up-country trips to the heavier built type used for towing purposes. The total number of launches built by this firm for the year in question amounted to nine which, in view of the unsettled conditions obtaining during the year, is very fair. The indications for the present year are, however, more favourable, eleven boats being already under construction so that the prospect for the year's working is distinctly good. Among the boats being built are one 48 ft. cabin launch engine with one heavy type Kelvin engine, for which engine the company are agents, two motor towing launches for Russia, two motor inspection launches for the Russian Customs, while the remaining six boats are being built to private order. The motor installed in all the above boats, with only one exception, is the Kelvin, thus indicating the amount of favour this type of engine has gained for itself in China.

Oysters, Fresh, Fried or Stewed
Pindon Haddocks, Kippers, etc.
ATKINSON & CO.

TOYO KISEN KAISHA

SAN FRANCISCO LINE
VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement. Leave Hongkong.

Tenyo Maru 22,000 - 21 knots Sat., 4th Apr.

Nippon Maru 11,000 - 18 knots Wed., 8th "

Hongkong Maru 11,000 - 18 knots Sat., 25th "

Shinyo Maru 22,000 - 21 knots from Kobe 11th May.

Chiyo Maru 22,000 - 21 knots Tues., 19th May.

Passengers by this steamer may travel per S.S. Hongkong Maru via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£50. " " £68.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

Destination	Steamship	Date	Time
SHANGHAI	Esang	Sat.	21st Mar. at 4 p.m.
MANILA	Yuenang	Sat.	21st Mar. at 2 p.m.
Kobe & Moji	Onsang	Tues.	24th Mar. at 4 p.m.
SHANGHAI	Kwongsang	Wed.	25th Mar. at 4 p.m.
TIENSIN	Chipsang	Sat.	28th Mar. at 4 p.m.
MANILA	Loongsang	Sat.	28th Mar. at 2 p.m.
SHANGHAI	Kutsang	Tues.	31st Mar. at 2 p.m.
S'PORE, P'ang & C'outta	Namsang	Fri.	3rd Apr. at 2 p.m.

Return Tours to Japan (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Loongsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Kwongsang," "Kumsang," "Lovat," "Yatsing" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang" and "Hongsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with electric light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo, on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

Taking cargo on Through Bills of Lading to Kudit, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD. Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Foreward.

Destination	Steamship	Date	Time
LONDON & ANTWERP	Merionethshire	8th April	

Trans-Pacific "Shire" & "Glen" Joint Service

Destination	Steamship	Date	Time
VICTORIA VVER STLE, TACOMA & PLAND	Den of Ruthven	5th April	
VICTORIA VVER STLE, TACOMA & PLAND	Glenloch	3rd May	
VICTORIA VVER STLE, TACOMA & PLAND	Carnarvonshire	28th May	

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD. Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong, Straits and Rangoon.

WESTWARD.

The S.S. Jelunga, 3,065 tons gross, Capt. J. R. O'SULLIVAN will be despatched for Singapore, Penang and Rangoon on the 27th inst., at noon, taking cargo and Passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LD. Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWRIGHTS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 ton displacement, providing conditions for painting ships with most efficient results.

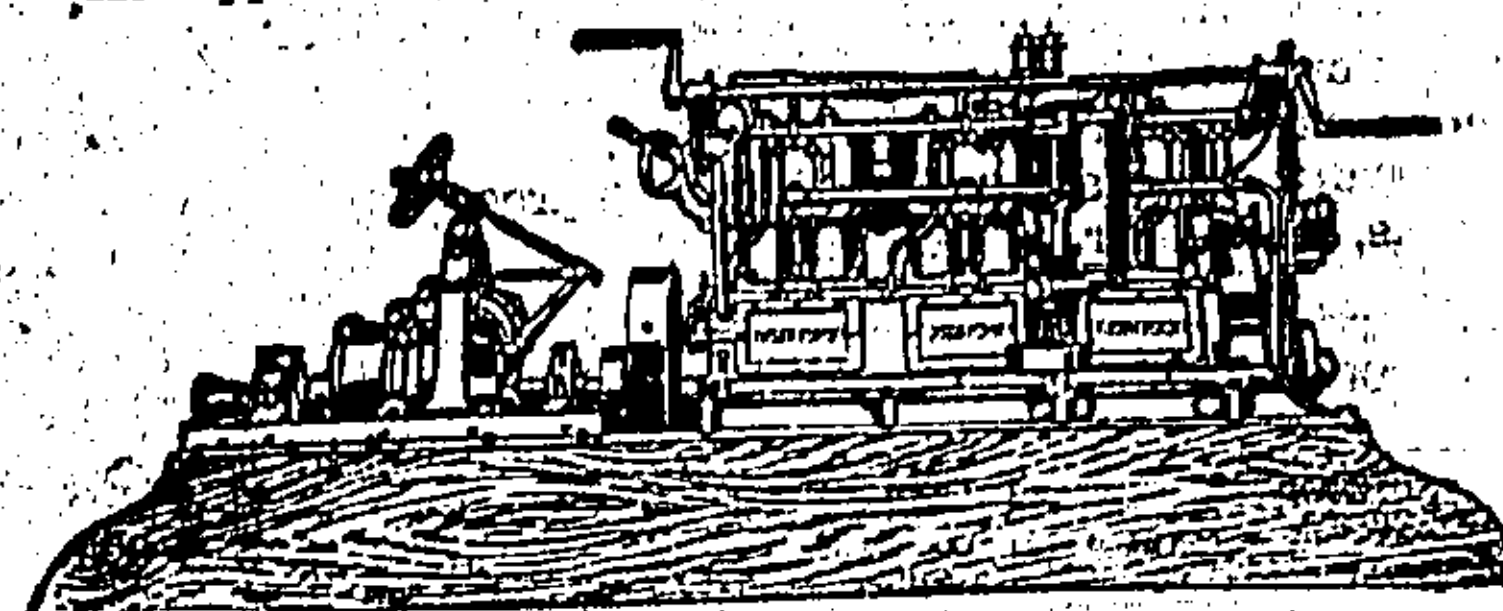
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS. 7-1/2 150 B. H. P.

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VESSELS LOADING. EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
Marseilles, R'dam & Hamburg	Sachsen	H. A. L.	23, Mar.
Marseilles via Ports	Australien	M. M.	24, Mar.
M'les, L'don, A'werp via S'pore, &c.	Katori M.	N. Y. K.	25, Mar.
Havre, & Hamburg	Scandia	H. A. L.	28, Mar.
Bremen	Goettingen	N. D. L.	28, Mar.
London, via Usual Ports of Call	Devanah	P. & O.	28, Mar.
London via Plymouth	Glenlogan	S. T. Co.	31, Mar.
Havre, Emden and Hamburg	Tuebingen	N. D. L.	E. of M.
Bremen	Vladimir	R. V. F.	E. of M.
Odessa via Port of Call	Aragonia	H. A. L.	3, Apr.
Dunkirk, R'dam & Hamburg	Assyria	H. A. L.	4, Apr.
Havre, Emden & Hamburg	Austria	S. W. Co.	6, Apr.
London and Antwerp	Chilli	M. M.	7, Apr.
M'les, L'don, A'werp via S'pore, &c.	Alesia	H. A. L.	8, Apr.
Havre, Bremen & Hamburg	Mer-shire	J. M. Co.	8, Apr.
Marseilles, Antwerp, R'dam	Kan o M.	N. Y. K.	8, Apr.
Bremen Hamburg	Bayern	H. A. L.	23, Apr.
Havre, Emden & Hamburg	Lothringen	N. D. L.	M. of Apr.
Havre & Hamburg	Thuringen	N. D. L.	B. of May
Marseilles via Ports	Brigauva	H. A. L.	6, May.
Havre, Dunkirk, Emden and Hamburg/Bremen	Dumbea	M. M.	19, May.

NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, B.C., T'ma via Japan &c.	San Francisco	O. S. K.	21, Mar.
San Francisco via Japan &c.	Manchuria	P. M. Co.	21, Mar.
Victoria, B.C., Seattle & via	Shanghai, &c.	Y'hama M.	N. Y. K.
San Francisco and San Pedro	R. Doller	R. D. Co.	24, Mar.
V'toria, B.C., & T'ma via S'hai &c.	Mexico M.	O. S. K.	1, Apr.
Vancouver via S'hai and Japan	E. of India	C. P. R.	2, Apr.
San Francisco, via Shanghai, M'la	Tenyo M.	T. K. E.	4, Apr.
Japan and Honolulu	Seiyo M.	T. K. E.	4, Apr.
Mexican, Peruvian and Chile	Atholl	D. L. Co.	4, Apr.
Ports via Japan	Don.	J. M. Co.	5, Apr.
New York	Ruthven	N. Y. K.	7, Apr.
V'toria, B.C., S'ha via Shanghai	Awa M.	C. P. R.	8, Apr.
Vancouver via S'hai, Japan, etc.	Monteagle	T. K. K.	8, Apr.
San Francisco via S'hai & Manila	Nippin M.	H. A. L.	14, Apr.
Victoria, V'ver, S'tle & P. (Or.)	Hoorde	C. P. R.	16, Apr.
Vancouver via S'hai and Japan	E. of Asia	T. K. K.	25, Apr.
San Francisco and San Pedro	H'kong M.	E. D. Co.	28, Apr.
V'toria, V'ver, S'tle, T. & P.	Glenloch	J. M. Co.	3, May.
San Francisco via S'hai & Japan &c.	Shinyo M.	T. K. K.	11, May.
San Francisco	Chiyo M.	T. K. K.	19, May.
Victoria, V'ver, S'tle & P'land	C'hire	J. M. Co.	28, May.

AUSTRALIA.

Australian Ports via Manila	Coblitz	M. Co.	21, Mar.
Australia	Changsha	B. & S.	24, Mar.
Australian Ports via Manila	Changsha	B. & S.	25, Mar.
Australian Ports via Manila	Tango M.	N. Y. K.	8, Apr.
Australia	Eastern	G. L. Co.	9, Apr.
Australian Ports via Manila	Aldeham	G. L. Co.	1, May.
Australia	Ni'ko M.	N. Y. K.	6, May.
Australia	Empire	G. L. Co.	29, May.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai, Y'hama, Kobe & Moji	Yeddo	N. A. Co.	B. of Mar.
Shanghai, Y'hama, Kobe & Moji	Peking	A. N. Co.	21, Mar.
Shanghai, Moji, Kobe & Y'hama	Nubia	P. & O.	21, Mar.
S'pore, P'ang, R'gon & C'outta	Hakata M.	N. Y. K.	21, Mar.
Shanghai & Tsingtau	Kancho	B. & S.	1, Mar.
Manila	Yuenang	J. M. Co.	21, Mar.
Tamsui via Swatow & Amoy	Daigi Maru	O. S. K.	22, Mar.
Manila, Mangarai, Cebu & Iloilo	S. T. Co.	S. T. Co.	23, Mar.
Shanghai, Kobe & Yokohama	M. M.	M. M.	23, Mar.
Manila, Cebu and Iloilo	B. & S.	B. & S.	24, Mar.
Shanghai	Liangchow	J. M. Co.	24, Mar.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	24, Mar.
Shanghai, K'be & Yokohama	Kirin M.	N. Y. K.	24, Mar.
Shanghai	Arcadia	P. & O.	25, Mar.
Foochow via Swatow & Amoy	Ka'o M.	O. S. K.	25, Mar.
Singapore, Penang and Calcutta	Japan	D. S. Co.	25, Mar.
Kobe and Yokohama	Mishimi M.	N. Y. K.	26, Mar.
Weihaiwei & Tientsin	Kueichow	B. & S.	26, Mar.
Shanghai	Lu'chow	B. & S.	26, Mar.
S'hai, Nagasaki, Kobe & Moji	Phongwa	D. S. Co.	26, Mar.
Singapore, Penang & Calcutta	Dunera	D. S. Co.	27, Mar.
Shanghai and Tsingtau	Chenan	B. & S.	28, Mar.
Manila	Loongsang	J. M. Co.	31, Mar.
Kobe	P. Sigismund	J. M. Co.	31, Mar.
Shanghai, Kobe and Moji	Kutsang	J. M. Co.	31, Mar.
Shanghai	Tjimonok	J. C. J. L.	E. of Mar.
Shanghai	Koerber	S. W. Co.	1, Apr.
Shanghai, Kobe and Yokohama	Brigauva	H. A. L.	1, Apr.
Y'hama and Kobe via Shanghai	Persia	S. W.	2, Apr.
Manila Mangarai, Cebu & Iloilo	Rubi	J. T. & Co.	2, Apr.
Singapore, Penang and Calcutta	Namsang	J. M. Co.	3, Apr.
Shanghai, Kobe and Yokohama	Uckermark	H. A. L.	5, Apr.
Shanghai, Kobe and Yokohama	Paul Lecat	M. M.	5, Apr.
Bombay via S'pore Port S'ham,	Java M.	O. S. K.	5, Apr.
Penang & Colombo	Borneo	M. Co.	9, Apr.
Jesselton, Kudat and Sandakan	Japan	A. N. Co.	12, Apr.
Shanghai, Y'hama, Kobe & Moji	Torilka	D. S. Co.	18, Apr.
Shanghai, Kobe & Moji	Altmark	H. A. L.	18, Apr.
Shanghai, Kobe and Yokohama	W'berg	H. A. L.	1, May.
Shanghai, Kobe and Yokohama	Furst Bulow	H. A. L.	1, May.
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	11, May.
Shanghai, Kobe and Yokohama	Emden	H. A. L.	21, May.
Shanghai, Kobe and Yokohama	Sambha	H. A. L.	21, May.
Shanghai, Kobe and Yokohama	Frisia	H. A. L.	29, May.
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18, June.
Shanghai	Cilini	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjipanas	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjinhai	J. C. J. L.	Q. desp.
Shanghai	Tjilwong	J. C. J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Shanghai	Esang
Australia	Coblitz
Kobe	Solveig
Tacoma	Seattle Maru
Straits	Hakata Maru
Philippines	Yuenang
Shanghai	Kanchow

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Singapore	Nubia
Shanghai	Tenyo Maru

CANADIAN MAIL.

The O.P.R. s.s. EMPRESS OF JAPAN left Yokohama on the 14th inst., between 2 & 4 p.m.

The C.P.R. s.s. EMPRESS OF INDIA 1002 miles from Yokohama on the 17th March at 8 p.m. and is due to arrive Yokohama on the 21st March at 6 a.m. will leave Yokohama on the 23rd March at noon.

AUSTRALIAN MAIL.

The I. G. M. s.s. PRINZ SIGISMUND left Sydney on the 7th inst., at 11 a.m. and may be expected here on or about 30th inst.

The s.s. ALDENHAM left Sydney for this port (via Queensland Ports & Manila) on 11th inst. and may be expected to arrive here on or about 4th April.

The I. G. M. s.s. PRINZ WALDEMAR which left here on Saturday 21st Feb. has arrived at Sydney on the 18th March at 8 a.m.

AMERICAN MAIL.

The P. M. s.s. MANCHURIA will be despatched from this port at 1 p.m. on the 25th inst. for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, Yokohama and Honolulu.

The T. K. K. s.s. TENYO MARU which sailed San Francisco on the 21st Feb. is expected to arrive at this port via Honolulu, Japan Ports & Shanghai on the 21st inst. at between 8 to 10 a.m.

GERMAN MAIL.

The I. G. M. s.s. GOEBEN which left here on the 18th February, arrived at Genoa on the 17th March (yesterday).

MERCHANT STEAMERS.

The N. Y. K. s.s. KAGA MARU, (European Line), left London for this port via ports on the 28th Feb. and is expected here on the 8th April.

The N. Y. K. s.s. MISHIMA MARU (European Line), left Marseilles for this port via ports on the 21st Feb. and is expected here on the 25th inst.

The Mogul Line s.s. LOTHIAN sailed from United Kingdom on the 21st ult. for Hongkong via Straits and is due to arrive here about the 3rd April.

The H. A. L. s.s. HOERDE left Singapore on the 15th inst., a.m. and may be expected here on or about the 20th inst., a.m.

The Barber Line s.s. CHALISTER sailed from New York on the 4th ult. for Hongkong.

The I. O. S. N. s.s. KUTSANG from Calcutta is due at Hongkong on the 29th inst.

The S. S. s.s. MERIONETHSHIRE from Vancouver is due at Hongkong on the 7th April.

The S. L. s.s. DEN OF RUTHVEN left London on the 15th February, passed the Canal 2nd inst., is due at Hongkong on the 2nd April.

The B. I. S. N. s.s. JELUNGA from Moji is due at Hongkong on the 22nd Mar. Straits and Rangoon on the 27th inst.

The Danish s.s. ARABIEN left Port Said on the 25th ult. and may be expected here on or about the 25th inst.

The s.s. GLENTURRET passed the Suez Canal on the 13th inst. for Hongkong via Straits.

The s.s. KIOTO left Singapore on the 15th inst. and is due here on the 20th inst.

The East Asiatic Co. Ltd. s.s. CATHAY has left Port Said and may be expected here on or about the 14th of April.

The P. & O. s.s. NUBIA left Singapore for this Port on the 15th inst. at 4 p.m. and is due here on the 21st inst. at about 6 a.m.

VESSELS IN PORT.

Steamers.
Mausang, Br. s.s. 1,644, A. Hancock, 13th inst.—Fremantle, 21st ult., Sandalwood—J. M. & Co.
Utr, Norw. s.s. Pedersen, 11th inst.—Bangkok, 2nd inst. Rice—Chilene.
Carl Dolderhagen, Ger. s.s. 774, E. Fraussen, 12th inst.—Hobrow, 11th inst. Gen.—Johann & Co.
Pacting, Br. s.s. 1,198, W. J. Davies, 13th inst.—Saigon, 8th inst. Rice—B. and S.
Seattle Maru, Jap. s.s. 3,838, Sallow, 12th inst.—Manila, 9th inst. Gen.—O. S. K.
Fooshing, Br. s.s. 1,473, Hay, 13th inst.—Bangkok, 4th inst. Rice—J. M. & Co.
Mimmi Maru, Jap. s.s. 1,509, Y. Hatakeyama, 13th inst.—Moji, Coal—Order.
Bonary, Br. s.s. 2,510, Wm. Reid, 13th inst.—Singapore, 7th inst. Gen. G. L. Co.
Devawongse, Br. s.s. 1,065, Shaloor, 13th inst.—Saigon, 8th inst. Rice—Chinese.
Sengambla, Ger. s.s. 3,780, 14th inst.—Dairen, 9th inst. Gen.—H. A. L.
Africa, Aus. s.s. 2,663, N. Franck, 15th inst.—Shanghai, 13th inst. Gen.—A. L.
Amagisan, Jap. s.s. 1,995, Horie, 14th inst.—Moji, 9th inst. Coal—M. B. K.
Daihoku Maru, Jap. s.s. 2,695, W. Nakai, 15th inst.—Dairen, 9th inst. Coal—M. B. K.
Helene, Ger. s.s. 771, Jessen, 15th inst.—Swatow, 14th inst. Gen.—Johann & Co.
Kamor, Norw. s.s. 949, Falck Muns, 16th inst.—Manila, 12th inst. Bullant—A. Bure.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. S. Co.
Naikai Maru, Jap. s.s. 2,742, S. Nakagawa, 15th inst.—Moji, 9th inst. Coal—M. B. K.
Tsurugisan Maru, Jap. s.s. 2,560, Harokita, 15th inst.—Moji, 9th inst. Coal—M. B. K.
Yokohama Maru, Jap. s.s. 4,010, S. Wada, 16th inst.—Shanghai, 12th inst. Gen.—N. Y. K.
Caboto, Italian Cruiser, 800, G. F. Antiano, 16th inst.—Saigon.
March 17.
Chi-yai, Chi. s.s. 1,177, W. Poss, 17th inst.—Shanghai, 13th inst. Gen.—C. M. S. N. Co.
Prometheus, Norw. s.s. 1,025, Y. Jensen, 16th inst.—Bangkok, 9th inst. Gen.—Thamson & Co.
Shansi, Br. s.s. 1,228, Sunner, 17th inst.—Saigon, 12th inst. Gen.—B. and S.
Coblitz, Ger. s.s. 3,130, L. Klingkist, 18th inst.—Kuchino, 14th inst. Gen.—M. and O.
Daigi Maru, Jap. s.s. 847, S. Takushige, 18th inst.—Swatow, 16th inst. Gen.—O. S. K.
Dufar, Norw. s.s. 1,102, J. Bing, 18th inst.—Bangkok, 8th inst. Gen.—C. S. S. N. Co.
Inaba Maru, Jap. s.s. 4,189, M. Shinoh, 18th inst.—Bombay, 1st inst. Gen.—Twist & Co.—N. Y. K.
Indien, Ger. s.s. 2,629, S. Puj, 18th inst.—Kuchino, 13th inst. Beans—M. & Co.
Kanchow, Br. s.s. 1,222, H. Favers, 18th inst.—Shanghai, 15th inst. Gen.—B. and S.
Onofa, Br. s.s. 5,809, W. Copely, 18th inst.—Yokohama, 6th inst. Gen.—B. and S.
Song Bo, Br. s.s. 3,784, J. Davis, 18th inst.—Singapore, Gen.—Chinese.
Tjilatjap, Dut. s.s. 6,001, E. C. v. Schembek, 17th inst.—Bangkok, 10th inst. Sugar—J. C. J. L.
Triumph, Ger. s.s. 768, Langethin, 18th inst.—Haiphong, 15th inst. Gen. T. and Co.
Yuenang, Br. s.s. 1,128, P. H. Hafe, 17th inst.—Manila, 14th inst. Sugar and General—J. M. and Co.
Chingchow, Br. s.s. 1,905, Doyle, 19th inst.—Kwang-yen, 16th inst. Cement—S. T. & Co.
Doris, Br. Cruiser, 3,406, 18th inst.—Shanghai.
Nile, Br. s.s. 3,135, G. S. Lapraik, 19th inst.—San Francisco, 16th ult. Gen.—P. M. Co.
Pongtong, Ger. s.s. 998, W. Botofahr, 19th inst.—Kobichang, 11th inst. Rice and Wood—B. and S.
Sabine Rickmers, Dut. s.s. 573, B. Jagt, 19th inst.—Haiphong, 19th inst. Ballast—A. P. Co.
Suedmark, Ger. s.s. 3,369, S. Karberg, 19th inst.—Manila, 16th inst. Gen.—H. A. L.
Thongwa, Br. s.s. 3,428, O. M. Robins, 18th inst.—Singapore, 13th inst. Gen.—D. S. & Co.
Wongkoi, Ger. s.s. 1,116, H. Oltmanns, 19th inst.—Bangkok, 10th inst. Rice & Teak wood—B. & S.

To Sail.

Regular Steamship Service Proposed Sailing from Hongkong For NEW-YORK.

s.s. "Atholl" on or about April 4.

For BOSTON & NEW YORK.

s.s. "Karema" on or about April 15.

For Freight and further information apply to DODWELL & CO., LTD. Agents.

Hongkong 12th Jan. 1914.

THE "INDRA" LINE LTD. FOR BOSTON & NEW YORK.

Public Auction

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on **TO-MORROW**, the 21st March, 1914, commencing at 2.30 p.m. at No. 7 Wongneicheong Road, Wanchai.

A Quantity of Valuable Household Furniture.
(Full particulars from Catalogue)
On view from FRIDAY the 20th March, 1914.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions from John Arnold Esq., to sell by Public Auction on

SATURDAY, the 28th March, 1914, commencing at 2.30 p.m.
At his residence No. 3 The Albany (Albany Road)
The Whole of His Valuable Household Furniture

comprising:—
TEAK SIBBOARD WITH BEVELLED MIRROR, TEAK DINING TABLE & CHAIRS, TEAK OVERMANTELS WITH BEVELLED MIRRORS, DINER WAGON, GLASS CABINET, BOOKCASE, HAT-STAND, BRASS FENDERS AND FIRE PRASSES, DINNER AND DESERT SETS, VERY FINE CLASS WARE, CUTLERY, WINE STAND, 3 ICE CHESTS, etc., etc.

EASY AND FANCY UP-HOLSTERED CHAIRS (DOWELL MAKE), CARVED CHERRY-WOOD OVER-MANTEL, TEAK CABINETS, BRUSSEL CARPETS, AX-MINSTER RUGS, SILVER CABINET, LACE CURTAINS, ORNAMENTS, etc., etc.

DOUBLE AND SINGLE BEDSTEADS, MARBLE TOP TOILET TABLE, SEVERAL TEAK WARDROBES, CHESTS-OF-DRAWERS, TEAK WRITING DESK, LINEN WARDROBE, PHOTOGRAPHIC GEAR AND CHEMICALS, CHINESE AND JAPANESE PORCELAIN, A FINE ASSORTMENT OF PICTURES, ENLARGED PHOTOS, GRAMOPHONE RECORD CABINETS, ELECTRICAL FITTINGS AND RADIATORS, ONE SAFE, MARBLE BATH, BATHROOM AND PANTRY REQUISITES.

Some Canton Blackwood CABINETS, JARDINIERES, TABLES, STOOLS, TEAPOYS, LADY'S DESK, COUCH, etc.

On view from Friday the 27th March.
Catalogues will be issued
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

BY ORDER OF THE EXECUTOR
of the
Will of the late Mr. A. A. D. SASSOON

PUBLIC AUCTION
Messrs. HUGHES & HOUGH
have received instructions to sell by

PUBLIC AUCTION
on
THURSDAY, the 26th day of March, 1914, at 12 o'clock noon at their Auction Rooms

THE VERY VALUABLE LEASEHOLD PROPERTIES

known as
SOWKEWAN LOTS NOS. 105, 107, 108, 118 & 137

in Four Lots

The properties comprise desirable building sites, situated on and near the Main Road Sowkewan and ripe for immediate development.

A Plan showing the positions and dimensions of the respective Lots may be seen at and Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors
Messrs. DEACON, LOOKER, DEACON & HARSTON,
1, Des Voeux Road Central, and also
Messrs. DAVID SASSOON & COMPANY LIMITED,
8a, Des Voeux Road Central, and also
Messrs. HUGHES & HOUGH,
The Auctioneers.

Don't forget after the Show Supper, and Light Refreshments
ALEXANDRA CAFE
Open Till Midnight.

Public Auction.

G. R.

IT is hereby notified that the right to quarry stone on the following Lots of Crown Land for a period extending from 25th March, 1914 to 30th June, 1915 will be let by Public Auction to be held at the offices of Public Works Department, on Monday, the 23rd day of March, 1914. Full particulars and conditions may be obtained at this office.

PARTICULARS OF THE LOT.

No. of Lots	Quantity Lot No.	Locality.	Consolidated Area.	Up to 1000 Acres
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BASEBALLERS REACH LONDON.

Our Friends the Sox and the Giants.

Mr. Comiskey and Mr. John McGraw, with their two American baseball teams of picked players reached London from Paris on February 22. They have now reached the last stage of the world tour undertaken with a view to introducing America's national game to other nations.

Discussing the tour, Mr. Sullivan, managing director for Mr. Comiskey, said that he and his fellow-countrymen were well satisfied with the reception which had been accorded them. They left Victoria on November 18, 1913, and played in Tokyo, Hongkong, Manila, Sydney, Melbourne, Colombo, and Cairo. They also visited Alexandria, Rome, and Paris, but were unable to play in these cities on account of the unfavourable weather.

The popularity of baseball in America is, of course, enormous, and professional players of the highest class receive very large sums for their services. Several of the players over here now earn \$10,000 (£2,000) a year and over; in one case the amount is \$13,000 (£2,600).

The two teams are White Sox and the New York Giants.

Characteristics of the Game.

Most people know that baseball is a glorified rounders played by nine a side, each side having nine innings, on four bases laid diamondwise, with a ball that is hard and white and a bat that is something like an attenuated Indian club. The pitcher throws short-arm at the batter, whose ostensible object is to make a four-base hit, which means one run. We say ostensible object, because the Americans, with characteristic specialization, have made the game so scientific that it is not always easy for the inexperienced onlooker to understand why in a first-class match certain apparently obvious chances are refused. Somewhere beyond the first base, somewhere, that is, about a very deep cover-point, stands the "manager," or coach, of the batting side, who directs, by an elaborate code of signs, every stroke that is played. Nevertheless, the game is not hard to follow. An American who understands cricket can make it clear in 10 minutes. And once the main principles are caught, he will be a very phlegmatic spectator who, in watching a well-played game, does not suddenly find himself on his feet and shouting as if he had known the game all his life and were on intimate terms with all the players.

The Skill and Science of the Game.

Baseball combines the excitement of racing with the personal interest of football. A great deal hangs, of course, on the skill of the players. The short-arm pitching allows of an almost magical swerve and drop, and of a pace denied to bowlers. (One very soon ceases to wonder why the catcher, who corresponds to the wicket-keeper, is clad something like a single-stick player and something like a diver.) The batting has extraordinary force and accuracy; an international forward, or M. Nijinsky, could hardly beat for balance and swiftness of turning the baseball.

or who has tried to steal a base but finds that he must get back home. And that happens frequently, for we question whether the finest fielders at cricket in England could ever match the speed and precision of a good fielder in stopping and returning a struck ball. Yet even in humble games the excitement is great. Every three-wickets-down, as we should say, an "innings" of each side is over. There are generally three men running, instead of two, and there is no telling which of them will be in danger.

"The Fan."

To the manager and his signals we have referred; and then there is the "fan." The fan may be seen at his best only in smaller games. He is a kind of reserve man; and, wearing the colours of his side, he roams from square-leg to mid-on, raising incessantly a voice that can be heard above all the din of the shouting. Of encouragement to his own side he is not sparing; but what is asked of him chiefly is discouragement of the other. Those who remember the London omnibus-driver in his great days, or have heard a small Glasgow boy at a football match, may think that they know what insult is. Let them wait till they have heard a "fan" in his happy moments! He is never ribald or indelicate; but, with a precision only equalled by his ingenuity, he flicks the pitcher on the raw, until to a flush succeeds a howl, to a bitten lip a savage retort. No chewing-gum can soothe the nerves under his attacks. Finally the player crumples, and a feeble ball sets the "fan" dancing and yelling all the louder. In the great games the "fanning" is done en masse from the cheap seats, which are usually behind the pitcher's arm. The remarks are worth hearing; for "fanning" has become almost as specialized as baseball, and the Americans are masters of allusive derision. —The Times.

FOOTBALL.

To-morrow's League Match.

To-morrow the R. E. will meet H.M.S. Tamar on Military Ground at 4 p.m.; referee, Sergt. Wilson.

League Table.

Club	P	W	D	L	For	Agst	pts
R.E.	5	3	1	1	3	7	
D.O.L.	4	3	0	1	6	6	
R.G.A.	5	2	0	3	10	4	
H.K.F.C.	6	1	1	4	2	10	
Tamar	2	1	0	1	2	2	

Extraordinary Fall of Snow. There was an extraordinary fall of snow last month in the Midway Valley, between Maidenstone and Tonbridge. None of the flakes measured less than an inch across, and most of them were 2 in. in diameter. The fall was very remarkable for its density, which held up all motor traffic.

SILIMPOPON COAL.

BUNKERS

can be supplied cheaply.

SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

On and after April 1st the Western Branch Post Office (situated in the old Harbour Office in rear of the Western Market North Block) will be open daily from 7 a.m. to 9.30 p.m. on week days and from 8 a.m. to 9 a.m. and 6 p.m. to 9.30 p.m. on Sundays and Holidays for the transaction of postal business e.g. sale of stamps registration etc. Direct mails to Canton are made up at this office.

The Tenyo Maru with the American mail, is due to arrive here to-morrow. The Atlantic, with the French Mail, is due to arrive here on the 22nd inst at 5 p.m.

MAIL DUE.

American, Tenyo Maru, 21st inst. French, Atlantic, 22nd inst.

MAIL ARRIVED TO-DAY.

Siberian, Monteagle.

MAILS CLOSE TO-DAY.

Shanghai, & North China—Per ESANG, 20th inst. 5 p.m.

TO-MORROW.

Philippine Islands, Angaur, Yap, Pagan, Wiholmshafen, Rabau, Horbortshobe, Matupi, Australian, Tasmania, New Zealand, via Brisbane—Per COBLENZ, 21st Mar. 9 a.m.

Straits, Ceylon India via Bombay—Per KAMAKURA MARU, 21st inst. 10 a.m.

Philippine Is.—Per TEUCER, 21st inst. 11 a.m.

Japan via Kobe—Per SOLVEIG, 21st inst. 11 a.m.

Japan via Moji Victoria and Tacoma—Per SEATTLE MARU, 21st inst. noon.

Philippine Is.—YUENSANG, 21st inst. 1 p.m.

Straits, Burmah India via Calcutta—Per HAKATA MARU, 21st inst. 1 p.m.

Shanghai, North China, & Taingtau (Europe via Siberia)—Per KANCHOW, 21st inst. 5 p.m.

Ocean Is.—SAIKAI MARU, 21st inst. 5 p.m.

Shanghai, North China and Japan via Kobe—Per GERMIS, 21st inst. 5 p.m.

SUNDAY, 22nd Mar.

Swatow—Per HAIMUN, 22nd inst. 9 a.m.

Straits, Batavia, Ceylon, Samarang and Swatow—Per HIOJUN MARU, 22nd inst. 9 a.m.

Swatow, Amoy & Formosa via Tamsui—Per DAIGI MARU, 22nd inst. 9 a.m.

MONDAY, 23rd Mar.

Philippine Islands—Per ZAFIRO, 23rd inst. 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per ATLANTIQUE, 23rd inst. 4 p.m.

[To make connection with the Tsinpu train leaving Shanghai on Thursday, the 26th inst. at 8 a.m.]

Japan via Kobe—Per ONSANG, 23rd inst. 5 p.m.

TUESDAY, 24th Mar.

Shanghai North China Japan via Moji Victoria B.C. Seattle, & Yokohama—Per YOKOHAMA MARU, 24th inst. 10 a.m.

Japan via Yokohama—Per THONGWA, 24th inst. 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western, Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in force for the first clearance will be included in this contract mail.—Per AUSTRALIAN, 24th inst. 11 a.m.

Swatow, Amoy and Foochow—Per HAI-CHING, 24th inst. 10 a.m.

Shanghai, and North China—Per LIANGCHOW, 24th inst. 3 p.m.

Philippine Is.—Per CHINHUA, 24th inst. 5 p.m.

WEDNESDAY, 25th Mar.

Philippine Is., Australia Tasmania & New Zealand via Port Darwin—Per CHANG-SHA, 25th Mar. 9 a.m.

Straits & Ceylon—Per KATORI MARU, 25th inst. 9 a.m.

Swatow—Per HAIMUN, 25th inst. 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States & South America and Canada via Vancouver (Europe via Siberia)—Per MANCHURIA, 25th inst. 10 a.m.

Shanghai & North China—Per KWONG-SANG, 25th inst. 1 p.m.

THURSDAY, 26th Mar.

Wei Hui Wei, Chefoo & Tientsin—Per KUEICHOW, 26th inst. 11 a.m.

Shanghai and North China—Per LUCHOW, 26th inst. 3 p.m.

FRIDAY 27th Mar.

Swatow, Amoy and Foochow—Per HAITAN, 27th inst. 10 a.m.

Straits & Burmah—Per JELUNGA, 27th inst. 11 a.m.

Tientsin—Per CHIPSHING, 27th inst. 5 p.m.

SATURDAY, 28th Mar.

Philippine Islands—Per LOONGSANG, 28th inst. 1 p.m.

Shanghai and North China (Europe via Siberia)—Per OHENAN, 28th inst. 5 p.m.

TUESDAY 31st Mar.

Shanghai & North China Japan via Kobe—Per KUTSANG, 31st inst. 1 p.m.

Philippine Islands—Per TAMING, 31st 3 p.m.

FRIDAY 3rd April.

Straits, India via Calcutta—Per NAMSANG, 3rd April 1 p.m.

SHIPPING NEWS.

ARRIVED.

Germis, Ger. s.s. 6,555, J. Henken, 19th inst. Singapore, 22nd inst. Gen.—Order.

Kamakura Maru, Jap. s.s. 3,793, T. Hori, 20th inst.—Shanghai, 16th inst. Gen.—N.Y.K.

Haimun, Dr. s.s. 641, J. W. Evans, 20th inst.—Swatow, 19th inst. Gen.—D.L. & Co.

Hoorde, Ger. s.s. 3,358, Hansen, 20th inst. Singapore, 13th inst. Gen.—H.A.L.

Monteagle, Dr. s.s. 3,533, A. J. Hulley, 20th inst.—Shanghai, 17th inst. Gen.—C.P.R. Co.

Sausen, Ger. s.s. 992, F. Bueking, 20th inst.—Bangkok, 12th inst. Gen.—B. and S.

DEPARTED.

March 20.

Inaba Maru for Kobe via Shanghai Kanchow for Canton Promethius for Bangkok Yokok for Yokohama via Shanghai Indradra for New York via Singapore Derwange for Saigon Anhui for Shanghai Hupoh for Canton Kwangtai for Saanghai

Clearances at the Harbour Office.

March 19.

St. Albans for Melbourne via Manila Johannes for Haiphong via Pakhoi

March 18.

Kamakura Maru for Bombay Chidhar for Bangkok via Swatow Haiyang for Foochow via Swatow E Sang for Shanghai Seattle Maru for Victoria via Moji On Moon for Macao

Passengers Arrived.

For s.s. Monteagle from Vancouver etc on the 20th inst.—Seok Sing, S. Bollinger, N. L. Smith, Major Woodhouse, Rev H. Corbato, A. E. Hooke, Major Martin, Mrs F. Martin, A. H. Watie.

Passengers Departed.

For s.s. E. of Russia for San Francisco etc on the 19th inst.—Mr & Mrs Thurston, Mr & Mrs Yung, E. A. Foster, Mrs Wheeler, Mr & Mrs Elmer Madson, Pearson, Lt Hector Boyce, H. O. Arnold, E. Hinch, S. H. Noxon, Borge, Mr & Mrs H. W. Poley, Mr & Mrs Lau in-chung, Mrs Caeng, Chan Chin-fai, Mrs and Miss Quinn, Mr & Mrs Sank-ken, Mr & Mrs G. J. Mark, Mr & Mrs Mottur, A. F. Doboth, R. J. Lacy, Dr Donald B. Palmer, Dr H. J. Hungertord, M. Eastor, A. J. Israel, H. Spitzof, A. W. Smith, Mr & Mrs C. R. Wolf, Major John Faneott, Mr & Mrs C. R. Maris is 8 Findlay, Mrs W. P. Long, Miss L. Landahl, Hongwee, Miss M. O. Jordan, Miss M. E. Wilson, F. Duncan, Rumpel, L. Barnaguy, Mr & Mrs H. D. Kell, H. Chapin, E. A. Stront, Ed E. Parsons, Eckhard, Mr & Mrs F. O. Liser, Mrs M. A. Billings, Mr & Mrs E. Richards, Mr & Mrs L. Monry, Mr & Mrs T. T. Farrell, E. M. Armstrong, Mrs and Miss Mesher, Mrs Hueber, Harbord, Mr & Mrs Geo. C. Scott, S. Mandelbaum, Norman W. Wolsinski, Mr & Mrs C. S. Osborn, Conway Long, Eric Gen and Mrs T. P. Sister Stuart, M. U. Bull, Balm Solner, Capt E. M. Conolly, A. G. M. Fleisher, O. R. Harrison, Mr & Mrs O. Tinker, Thos. Morton, Theo. Malison, N. I. Fleming, C. Collins, Miss E. T. Collins, H. M. Collins, I. Fulman, Mr & Mrs P. Nagel, K. Patrick, Mr & Mrs A. J. Edwards, Mrs & Miss Tomlin, Douglas Hindley, Mr & Mrs F. H. Hyde, Major & Mrs E. H. Sakuragi, N. F. John, de Souza, Dr & Mrs van Vergen, Wm. W. Reilly, Mrs Ekhardt, The Lord Abbot of St. Martins, Mr & Mrs W. D. Boyes, Mr & Mrs Boyes, Lovoy, Lovoy, T. W. Frick, Mrs Ursula, S. Ferguson, D. S. Adams, Capt & Mrs Arnold, Mrs Arnold, Miss Clough Dr Beebe and Capt J. Clark.

Ships Passed the Canal.

London, 17th March.

Arrivals from China—Silella.

The following vessels have passed the Canal—Bunkers, Brasilia, Cathay, China, Helorus, Indant, Kaga Maru, Nippon, Nyazza, Proussen, Paul Locat.

Oysters, Fresh, Fried or Stewed Findon-Baddocks, Kippers & Co. ALEXANDRA CAFE.

WEATHER REPORT.

On the 20th at 12.45—Pressure has decreased over the western portion of the map, considerably in the North and moderately in the South.

A depression has formed over S. Manchuria.

The anticyclone has weakened and moved eastward. It is now central over S.E. Japan.

Light or variable winds are indicated along the east coast of China, and moderate monsoon over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	E. winds, fresh to light; fine at first, afterwards cloudy.
2 Formosa Channel	N.E. or variable winds, squally.
3 South coast of China between H.K. and Lamook	The same as No. 1.
5 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.

20th March, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

W'orkook 7a 29.88 33 sse 2 f

Nemuro 6a 30.02 w 1

Maokodate 30.15 wsw 5

Tokio 30.36 n 1

Kochi 30.37 sw 1

Nagasaki 30.39 se 3

Chikama 30.18 se 1

Oshima 30.17 se 1

Yaha 30.09 ne 2

Ishijima 30.10 39 82 sw 5 bc

Chofu 30.15 44 sse 1.0

Shanghai 30.16 47 so 3 bc

Gulafai 30.10 55 s 2 a

Sharp P. 30.15 55 80 so 1 b

Amoy 30.13 51 93 n 1 b

Taiwan 30.11 so 2

Taiwan 30.13 n 2

Koshun 30.10 n 2

P'oros 30.12 60 74 s 3 b

Canton 30.11 60 74 s 3 b

H'kong 30.12 60 n 4 b

Cap Rock 30.12 60 n 4 b

Whowah 30.12 60 n 4 b

Fakhoi 30.12 60 n 4 b

Holow 30.12 60 n 4 b

Phullen 30.12 60 n 4 b

Tourane 30.12 60 n 4 b

C. St. J. 30.12 60 n 4 b

Appari 30.12 60 n 4 b

Manila 30.12 60 n 4 b

Legapi 30.12 60 n 4 b

Iloilo 30.12 60 n 4 b

Bacolod 30.12 60 n 4 b

Cebu 30.12 60 n 4 b

Labuan 30.12 60 n 4 b

T. F. Claxton, Director.

Hongkong, Observatory, Mar. 20th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached clouds, dr drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, s squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On date On date

Barometer 30.23 30.13 30.05

Temperature 69 60 66

Humidity 61 74 61

Wind Direction ESE E ESE

Force 2 3 4

Weather c b b

Rain — — —

Highest open air temperature on the 19th 72

Lowest — — —

H.K. Observatory, 20th Mar.

T. F. CLAXTON, Director

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For LONDON, via Usual Ports of Call } Devanha } To Sail On } Remarks }
Capt. W. R. Hickey } noon } Freight & Passage }
28th Mar. }

LONDON & ANTWERP via Singapore, Penang, Cebu, Port Said, & Marseilles } Malta } about } Freight & Passage }
Capt. G. W. Cockman } 1st Apr. }

SHANGHAI, MOJI, AND YOKO- HAMA } Nubia } about } Freight & Passage }
Capt. F. J. Fox } 21st Mar. }

SHANGHAI } Arcadia } about } Freight & Passage }
Capt. S. Barcham } 26th Mar. }

All the above steamers are fitted with Wireless Telegraphy.

For Freight, or Passage apply to

E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office,

Hongkong, 18th Mar. 1914

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